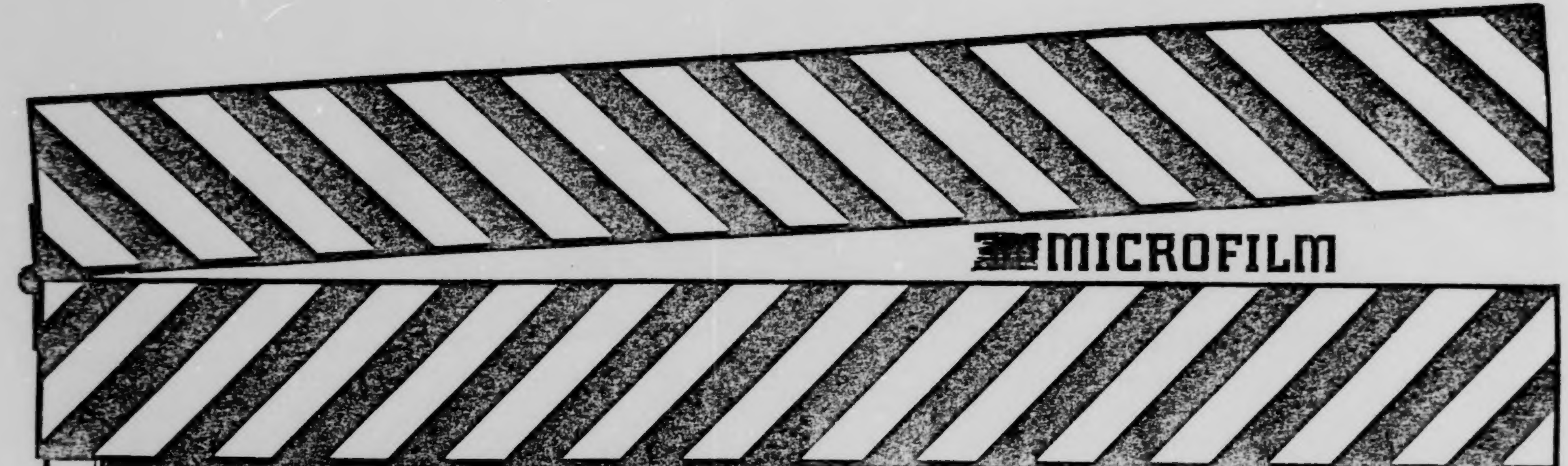

START OF ROLL

ROLL NO. 38

CONSTRUCTION
CONTRACTS

Begins With: Contract # [redacted]2418

CONTRACT# [redacted] 2418

26-4204 Installation of transformers & Elec.
Equip. Interstate Bridge, Pacific Hwy.
#2418 1941

RECEIVED
MAR 6 1950
FOR FILING

26-4204

2418

Salem, Oregon
March 6, 1950

Mr. L. R. Chandler
District Maintenance Superintendent
Sellwood Station
Portland 2, Oregon

Dear Mr. Chandler:

Attached hereto is a status of contract form issued by the General Casualty Company concerning a bond they provided to the Dimitre Electrict Company for the installation of an 11000 volt feeder line to a power substation in Vancouver, Washington.

Mr. Reeves of the Bridge Department advised that you may be able to answer the questions on the form. If you can, please do so and return the form to us.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

RECEIVED

R

P.O. 2049.

OREGON STATE BOARD OF CONTROL
109 Capitol Building
Salem, Oregon

Purchasing Department
MEMORANDUM TO:

Oregon State Highway Comn.

Please complete the attached bond form and mail to the Bonding Company.

Thanks.
Bd. of Control

Bill Reeves may know something about this
FQ

---

from June 30 to August 31, 1942, without penalty, in connection with contract No. 2418, for electrical work on the Interstate Bridge on the Pacific Highway, between Portland, Oregon, and Vancouver, Washington.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

cc - R. A. Collier

RECEIVED
OCT 11 1941
FOR FILING

26-4204

R

October 10, 1941

Dimitre Electric Company
143 S. W. Morrison
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 15, granted you the extension of time requested, from June 30 to August 31, 1941, without penalty, in connection with contract No. 2418, for electrical work on the Interstate Bridge on the Pacific Highway, between Portland, Oregon, and Vancouver, Washington.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - E. A. Collier

RECEIVED
SEP 12 1941
FOR FILING

26-4204

September 11, 1941

General Casualty Company of America
Dooly & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2418 for installing transformers and equipment on the Interstate Bridge on the Pacific Highway in Multnomah County has been completed by the contractor Dimitre Electric Company and that final settlement will be made by the state with said contractor on or after September 22, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be [illegible],364.95, including final payment and that no force account work was performed therein. This contract was completed on August 26, 1941, and accepted by the Commission on September 5, 1941.

Very truly yours,

OA

Secretary

NOTED
D DeSart

RECEIVED
OCT - 3 1941
FOR FILING

26-4204

R

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1941

Subject:

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, the Dimitre Electric Company completed the work on Contract No. 2418, miscellaneous electrical work on the Interstate Bridge at Portland, on August 16, 1941. Please secure authority from the Commission to pay the final estimate on this job.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG CM
cc C. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE Sept 5, 1941
Secretary

RECEIVED
JUL 17 1941
FOR FILING

R

26-4204

July 17, 1941

Dimitre Electric Company
143 S. W. Morrison St.
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on June 13 the following action was taken on your request for an extension of time:

"Dimitre Electric Company, contract No. 2418, for electrical work on the Interstate Bridge between Portland and Vancouver, Washington, requested an extension of time, from May 15 to June 30, 1941, within which to complete this project. They alleged that their failure to complete the project within the specified time limit was due to delays in receiving certain electrical equipment from the state. The Engineer advised that the contract provided for the state to furnish certain electrical equipment and, on account of national defense priorities, delivery of this equipment was delayed, resulting in the overrunning of the time limit specified in the contract. He recommended, in view of the fact that the contractor was not responsible for the delay, that the extension requested be granted, without penalty. The Commission approved the recommendation."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

cc - R. A. Collier

RECEIVED
FEB 6 1941
FOR FILING

26-4204

February 5, 1941

General Casualty Company of America
Dooly & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2418 which was awarded to Dimitre Electric Co. by the State Highway Commission on January 21, 1941 covering Electrical Work on the Interstate Bridge at Portland.

Inasmuch as you are surety for the contractor on this job we are sending you this copy of the contract for your records and files.

Yours very truly,

STATE HIGHWAY COMMISSION

By

OA

Secretary

a

RECEIVED
FEB 6 1941
FOR FILING

26-4204

February 5, 1941

DIMITRE ELECTRIC COMPANY
143 S. W. Morrison Street
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2418 which was awarded to you by the State Highway Commission on January 21, 1941, covering electrical work on the Interstate Bridge at Portland, in Multnomah County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:OA

RECEIVED
JAN 31 1941
FOR FILING

RECEIVED
JAN 31 1941

26-4204

NEW YORK CASUALTY COMPANY

F. W. LAFRENTZ,
CHAIRMAN OF THE BOARD
J. CARROLL FRENCH,
VICE CHAIRMAN
W. E. MCKELL,
PRESIDENT

DOOLY & CO., AGENTS
BOARD OF TRADE BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 8311

January 29, 1941

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

We have forwarded by American Railway Express contracts as executed in quadruplicate by Dimitrie Electric Company in connection with contract 2418 covering repairs and alterations to the Interstate Bridge at Portland, Oregon.

We trust these forms will be found in order and that acknowledged copies will be returned to both the Dimitrie Electric Company and ourselves.

Yours very truly,

DOOLY & CO.

By- C S Filler

C. S. Filler
dk
cc - Dimitrie Electric Co.

Received 1-30-41
W.D.

NOTED
D. G. DeSart

CASUALTY INSURANCE —— FIDELITY AND SURETY BONDS

RECEIVED
JAN 27 1941
FOR FILING

26-4204

January 25, 1941

Dimitre Electric Co.
145 S. W. Morrison St.
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2418 which was awarded to you by the State Highway Commission on January 21, 1941, covering electrical work on the Interstate Bridge at Portland, in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

RECEIVED
JAN 24 1941
FOR FILING

26-4204

January 22, 1941

Dimitre Electric Company
143 S. W. Morrison
Portland, Oregon

Gentlemen:

The State Highway Commission on January 21, 1941, awarded you the contract for the installation of transformers and other electrical equipment for the Interstate Bridge between Portland and Vancouver in Multnomah County. This award was based on your low bid of $2,850.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM
cc: S. H. Probert
G. S. Paxson

CONTRACT# [redacted] 2419

101-1008 Catherine Creek-Miles Bridge Sec.
Medical Springs Secondary 1941

#2419

R.H. Baldock

l

November 20th, 1941

FINAL COST ANALYSIS

Catherine Creek-Miles Bridge
~~Contract No. 2419~~

101-1008

Medical Springs Secondary
Prefix #101-1008

Surface and Oil
E. C. Hall, Contractor
E. F. Chidsey, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
1. 3"-0 Cr. Gravel in Subbase	$12,599.56	14,999.482 Tons	$0.84	$0.75	$11,249.61
2. 1"-0 Cr. Gravel in Base	4,298.73	5,117.532 "	0.84	0.80	4,094.03
3. Sprinkling	849.15	789.5 M-Gal.	1.08	1.50	1,184.25
4.*Preparation of Base	1,462.50	19.50 Miles		75.00	1,462.50
5.*3/4"-0 Screened Gravel in Binder Course	5,049.26	2,734.355 Tons	1.85	1.60	4,374.97
6.*Furnish & Place Agg.	7,071.90	3,645.307 "	1.94	1.90	6,926.08
7.*Furnish & Place RC-4 Asphalt	8,773.92	365.58 "	24.00	23.50	8,591.13
8.*Furnish & Place SC-6 Asphalt	7,089.73	302.98 "	23.40	24.50	7,423.01
9. 3/4"-½" Cr. Gravel in Stockpile	1,465.25	1,085.37 Cu. Yd.	1.35	1.00	1,085.37
10. ½"-¼" " "	1,289.21	954.97 " "	1.35	1.00	954.97
11. ¼"-0 " "	540.00	400.00 " "	1.35	1.00	400.00
12. Clearing & Grubbing of Stockpile Sites	98.84	100%	98.84	100.00	100.00
13. Leveling of S.P. Sites	98.84	100%	98.84	100.00	100.00
14. Woven Wire Stock Fence	165.33	100.2 Rods	1.65	1.50	150.30
15. Gates in Stock Fence	55.83	2 Each	27.92	25.00	50.00
Reject Mat'l in S.P.	232.17	928.66 Cu. Yd.	0.25	0.25	232.17
PA #1, 1"-0 Cr. Rock in Base	17,670.94	11,826.671 Tons	1.49	0.90	10,644.00
	$68,811.16				$59,022.39

* All of #4 and Placing of #'s 5, 6, 7, 8 sub-contracted to J. C. Compton

RECEIVED
DEC - 3 1941
[illegible]

Catherine Creek-Miles Bridge Final Cost Analysis.

Total Cost	$68,811.16
Gross Revenue	59,022.39
Net Loss	$9,788.77

Net Loss Equals 16.6% of Gross Revenue

FINAL COST ANALYSIS

Catherine Creek-Miles Bridge
Contract #2419
Medical Springs Secondary Highway
Prefix #101-1008
Surfacing and Oiling
E. C. Hall, Contractor
E. H. Chidsey, Resident Engineer

Labor:

Supervision	$773.32	
Labor	14,890.71	
State Industrial Accident Insurance	1,018.17	
Social Security & Unemployment Insurance	626.58	
		$17,308.78

Materials:

RC-4 Asphalt	365.58 Tons at $11.50	$4,204.17	
SC-6 "	302.98 " " 5.50	1,663.39	
Freight on Road Oil		6,516.58	
			12,384.14

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$14,973.50	
Gas, Oil and Grease	5,792.10	
Small Tools, Supplies & Misc.	778.95	
Powder	2,218.28	
Bits (½ Salvage Value)	636.81	
Lumber	691.70	
Equipment Rental (Not including drivers & fuel)	418.50	
Hardware	74.52	
Freight	811.86	
Main Office & Overhead 2%	1,770.07	
Bond 1%	590.22	
		28,756.51

Sub-Contracted to J. C. Compton:

Preparation of Base	19.50 Miles at $75.00	$1,462.50	
3/4"-0 Screened Gravel in Binder Course	2,734.355 Tons " 0.85	2,324.20	
Place Aggregate	3,645.307 " " 0.85	3,098.51	
Place RC-4 Asphalt	365.58 " " 5.20	1,901.02	
" SC-6 "	302.98 " " 5.20	1,575.50	
			10,361.73
			$68,811.16

Catherine Creek-Miles Bridge

Breakdown of Crushing Costs

Set-Up #1

	Cost	Quantity	Unit Cost
Move In and Set Up	$2,270.75	18,000 Ton	$0.126
Drill & Shoot Quarry	--------	" "	-----
Load to Crusher	2,728.80	" "	0.152
Haul to Crusher	1,920.60	" "	0.107
Crush	4,239.00	" "	0.236
	$11,159.15	18,000 Ton	$0.621

Set-Up #2

	Cost	Quantity	Unit Cost
Move In and Set Up	$2,270.75	24,366 Ton	$0.093
Drill & Shoot	5,590.82	" "	0.229
Load to Crusher	3,693.32	" "	0.152
Haul to Crusher	2,599.69	" "	0.107
Crush	5,738.01	" "	0.236
	$19,892.59	24,366 Ton	$0.817

Catherine Creek-Miles Bridge   Medical Springs Secondary Highway

This contract consisted of the construction of 6.38 miles of crushed gravel subbase, the construction of 19.50 miles of crushed gravel base and oil mat wearing surface and the stockpiling of 2,000 cu. yds. of crushed gravel. It was bid January 22nd, 1941; work was started February 24th, and finished June 13th, 1941.

The plant set-up for the first set-up was at the Big Creek pit and was commenced on February 24th, the crushing starting March 11th. Equipment consisted of Mr. Hall's semi-portable crusher, shovel, grader, bulldozer, roller and 8 trucks. The contractor exhausted the Big Creek pit on April 1st, with 6¼ miles of surfacing completed. Due to the fact that estimated quantities were not available at the Big Creek pit and that excessive haul would result from the opening of the pit at M.P. 11.3, the contractor entered into a price agreement with the State to furnish the remainder of the contract quantities of rock from a quarry at M.P. 33.12. A price agreement was necessary due to the fact that drilling was required at the quarry site while the designated pit consisted of gravel. Contractor commenced crushing at quarry on April 8th, and finished base rock April 25th. The change over to oil rock was completed on the 26th, and crushing was completed May 7th.

This contract was handled in a very efficient manner, but inclement weather, numerous breakdowns and excessive drilling and shooting costs were responsible for the loss.

The oiling work was sub-let to J. C. Compton.

E. H. Clymer
Cost Analyst

By . . Chester E. Paulsen

R

RECEIVED
SEP 2 1941
FOR FILING

1[illegible]-1008

September 2, 1941

Maryland Casualty Company
Hansen & Rowland, Inc. of Oregon
1312 Public Service Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2419 for work on the Catherine Creek-Miles Bridge Section of the Medical Springs Secondary, in Baker and Union Counties, has been completed by the contractor, E. C. Hall, and that final settlement will be made on or after September 12, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $59,022.39, including final payment, and that no force account work was performed therein. This contract was completed on June 18, 1941, and accepted by the Commission on July 24, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. C. DeSart

R

RECEIVED
JUL 30 1941
FOR FILING

101-1008

July 28, 1941

Maryland Casualty Company
Hansen & Rowland Inc.
1312 Public Service Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall, Eugene, Oregon, on Contract No. 2419, Catherine Creek-Miles Bridge Section, Medical Springs Secondary Highway in Baker and Union Counties. This payment in the amount of $3,813.77, will be made on or after August 7, 1941, The retained percentage is $1730.77.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly,

Og Secretary

NOTED
D. C. DeSart

6

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Form E-1—5M—10-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

No. 15

For Week Ending June 14, 19 41

Section Catherine Creek - Miles Bridge

Kind of work Surfacing and oiling

Highway Medical Springs Secondary

Section prefix 101-1008

Contractor E. C. Hall

Contract number 2419

Date of contract Jan.22, 1941

Date of completion August 31, 19 41

Date work started Feb 22, 1941

Estimated date of completion June 20, 19 41

Amount of contract $ 58,692.50

Per cent of time elapsed 69.76 %

Estimated cost of completed project, exclusive of engineering $ 58,692.50

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date, $ 3300.00 , 5.6 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

J. C. Comptom, sub contractor, completed the oiling on Friday of this week and except for about five more days of maintaining and blading shoulders and ditches the contract is completed.

NOTED
RAY WERNER

E. N. HACKETT

RECEIVED
JUN 1 [illegible]
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address LaGrande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		19.5	19.5	19.5	
Miles partially completed					
Miles completed		19.5	19.5	19.5	
Total estimated quantities		31,700 tons	2,000 C.Y.	7,100 tons	
Estimated quantities moved or placed to date		32,000	2,000	7,000	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				35	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 2, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., Oiling equipment ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	unsettled		
Friday	"		
Saturday	fair		

STATE PRINTING DEPT.

RECEIVED
FEB 13 1941
FOR FILE

101-1008

February 12, 1941

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2419 which was awarded to you on January 22, 1941, by the State Highway Commission, covering the Catherine Creek-Miles Bridge Section of the Medical Springs Secondary Highway in Baker and Union Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED

101-1008

February 12, 1941

Maryland Casualty Company
Hansen & Rowland, Inc. of Oregon
1312 Public Service Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2419 which was awarded to E. C. Hall Company by the State Highway Comission on January 22, 1941, covering the Catherine Creek-Miles Bridge Section of the Medical Springs Secondary Highway in Baker and Union Counties.

Inasmuch as you are surety for the contractor on this job we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

BS Secretary

RECEIVED
JAN 27 1941
FOR FILING

101-1008

January 24, 1941

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2419 which was awarded to you by the State Highway Commission on January 22, 1941, for surfacing and oiling on the Catherine Creek-Miles Bridge Section of the Medical Springs Secondary Highway in Baker and Union Counties.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

RECEIVED
JAN 24 1941
FOR FILE

121-1008

January 23, 1941

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on January 22, 1941, awarded you the contract for 19.50 miles surfacing and oiling on the Catherine Creek-Miles Bridge Section of the Medical Springs Secondary Highway, in Baker and Union Counties. This award was based on your low bid of $58,692.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

AM

Secretary

cc - S. H. Probert
G. S. Paxson

CONTRACT#2420

121-1010 Kernville Forest Boundary Sec.
Siletz Secondary Highway 1941

#2420

RECEIVED
JAN - 7 1942
FOR FILING

121-1010

December 23, 1941

United States Fidelity & Guaranty Company
Raymond C. Weiss
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2420, for work on the Kernville-Forest Boundary Section of the Siletz Secondary Highway, in Lincoln County, has been completed by the contractor, A. T. Dolan, and that final settlement will be made on or after January 2, 1942.

There is one claim by E. M. Gerttula in the amount of $249.00 for royalty on rock, which claim is denied by Mr. Dolan.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $39,985.63, including final payment, of which $47.94 is for force account work. This contract was completed on October 14, 1941 and accepted by the Commission November 17, 1941.

Very truly yours,

STATE HIGHWAY COMMISSION

By

KR

Secretary

NOTED
D DeSart

R

RECEIVED
DEC 17 1941
FOR FILING

121-1010

December 16, 1941

A. T. Dolan
1110 - 2nd Avenue, East
Tillamook, Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 17, 1941, granted you the extension of time requested from July 31 to October 14, 1941, without penalty, in connection with contract No. 2420, for grading and construction of bituminous macadam surfacing on the Kernville-Forest Boundary Section of the Siletz Secondary Highway, in Lincoln County.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary

HR

cc: F. B. Mason

RECEIVED
DEC - 2 1941
FOR FILING

R

121-1010

September 29, 1941

Mr. E. M. Gerttula
c/o Siletz Boat Works
Kernville, Oregon

Dear Sir:

This acknowledges your letter of September 27 inclosing a report from Mr. Ord Castle, Deputy County Surveyor, dated September 26, 1941, relative to the amount of rock taken from your premises by A. T. Dolan. We note that your claim is for 8,300 cubic yards of material at the rate of 3¢ per cubic yard, or a total of $249.00.

I am forwarding a copy of your letter and Mr. Castle's report to Mr. Dolan for his information. I am also sending a copy of the letter and report to Raymond C. Weiss, Agent for the United States Fidelity & Guaranty Company, surety on the bond furnished by Mr. Dolan in connection with his state contract.

I trust that this matter may be satisfactorily settled in the near future.

Very truly yours,

HDG:AM

Secretary

September 29, 1941

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto for your information are copies of letters received by this department from E. M. Gerttula and Ord Castle, Deputy County Surveyor, relative to the amount of rock taken from Mr. Gertulla's premises by A. T. Dolan. This material was used by Mr. Dolan in connection with his contract with the State Highway Commission, No. 2420, for construction of the Kernville-Forest Boundary Section of the Siletz Secondary Highway, in Lincoln County.

Very truly yours,

Secretary

MBG:AM

NOTED

September 29, 1941

Mr. A. T. Dalan
Tillamook, Oregon

Dear Sir:

Attached hereto, for your information, are copies of letters received by this department from E. M. Gerttula and Ord Castle, Deputy County Surveyor, relative to the amount of rock taken from Mr. Gerttula's premises by you in connection with your contract with the State Highway Commission, No. 2420, Kernville-Forest Boundary Section of the Siletz Secondary Highway.

Very truly yours,

Secretary

HBG:AM

EXPERT BOAT BUILDING AND REPAIRING

E. M. GERTTULA, OWNER

Siletz Boat Works
KERNVILLE, OREGON

37 encl

29 1941

Sept 27th 1941

State Highway Commission
Salem Oregon

Dear Sir:

Enclose estimate of surveyor whom I hired to do get this out as Dolan don't seen to do a thing about it. As you will notice the estimate is 8300 yds off my property. This is on salable rock only as for over burden was allowed.

Hope it is not to late for the state to deduct from his final payment at rate of 3¢ per yd or the sum of $249.00

Very Truly Yours
E. M. Gerttula

ACKNOWLEDGED
H. B. GLAISYER

EKEY, JUDGE
G. CALKINS, COMMISSIONER
J. C. BARCLAY, COMMISSIONER
MYRTLE E. HOSS, TREASURER
O. N. CALLANDER, CORONER

L. G. ENGLISH, DIST. ATTORNEY
CARL GILDERSLEEVE, CLERK
GEO. A. ROBINSON, SHERIFF
CHAS. HART, ASSESSOR
A. M. CANNON, SCHOOL SUPT.
Z. M. DERRICK, SURVEYOR

County of Lincoln
TOLEDO, OREGON Sept. 26-1941

Mr. Ed Gertulla
Kernville Oregon:

Dear Sir:-

On this day, the 26th of Sept. 1941 I made an estimate of the rock, that was taken off of your property on the Kernville section of the Siletz river road, and as near as I can estimate it there is 8300 cubic yards. From the bottom of the pit on the north boundary line of the road, to top of pit on said north boundary line is 62.5 feet, and from the bottom of the pit to the top of slope, the elevation is 167.0 feet. the bottom of the pit is approximately 60.0 feet Wide and the top is 90 feet Wide or from engineers station 56+70.0 P.O.C. - to engineers station 57+60 P.O.T. As there never was a crosssection of quar, this is an estimate only

Yours Truly
Ord Castle
Dep. County Surveyor.

August 28, 1941

Mr. E. M. Garttula
Siletz Boat Works
Kernville, Oregon

Dear Sir:

The following is quoted from a letter that I have received from Mr. A. T. Dolan, Contractor, in response to my letter of August 20, notifying him of your claim:

> "Mr Garrtula has never presented us with a bill for any rock used from this quarry, nor have we ever refused to consider a claim.
>
> "If he can prove that we have taken rock from his land, we will be willing to pay for it."

You will note that Mr. Dolan is willing to pay for any rock taken from your land, if you can prove that it actually was taken from your land. The Engineer on the job will no doubt be able to advise you as to the limits of the state's property.

Very truly yours,

Secretary

[illegible]:RS

cc - A. T. Dolan
Tillamook, Oregon

NOTED
D [illegible] DeSart

DOLAN CONSTRUCTION COMPANY
GENERAL CONTRACTORS
MANUFACTURERS OF CONCRETE PIPE
SAND - GRAVEL - CRUSHED ROCK
PHONE 90-J
TILLAMOOK, OREGON

RECEIVED
AUG 23 1941
OREGON
STATE HIGHWAY COMMISSION

August 22, 1941

Oregon State Highway Commission
H.B.Glaisyer, Secretary,
Salem, Oregon.

Gentlemen:

Referring to claim by Siletz Boat Works and your letter of August 20, 1941.

As far as we can determine by right-of-way stakes the rock quarry in question is located on state property.

"Mr. Gerrtula has never presented us with a bill for any rock used from this quarry, nor have we ever refused to consider a claim.

If he can prove that we have taken rock from his land, we will be willing to pay for it."

Yours very truly,
A. T. Dolan
A.T.DOLAN

REFERRED TO [illegible]
BY SECRETARY

NOTE TO [illegible]
DATE 8/28

August 20, 1941

United States Fidelity & Guaranty Co.
Raymond C. Weiss
Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter filed with the State Highway Commission by E. M. Jarttula, Kernville, advising of his claim against Contractor A. T. Dolan.

This information is given you inasmuch as you appear as surety on the bond furnished by Mr. Dolan in connection with the contract on which the claim was incurred, being state highway contract No. 2420, for grading and construction of bituminous macadam on the Kernville-Forest Boundary Section of the Siletz Secondary Highway, in Lincoln County.

Very truly yours,

Secretary

HBG:RS

cc A. T. Dolan
Tillamook, Oregon

NOTED
DeSart

August 20, 1941

Mr. E. M. Gerttula
Siletz Boat Works
Kernville, Oregon

Dear Sir:

This acknowledges your letter of August 12 advising us of your claim against the contract of A. T. Dolan, representing rock taken from your property for use in connection with Mr. Dolan's contract with the State Highway Commission for grading and construction of bituminous macadam surfacing on the Kernville-Forest Boundary Section of the Siletz Secondary Highway, in Lincoln County, being state highway contract No. 2420.

In connection with all state highway contracts, the successful bidder is required to furnish the state with a surety bond for the protection of claimants. Such a bond was furnished by A. T. Dolan Company in connection with the above-mentioned contract and we offer it to you as protection for your claim. The bond was written by the United States Fidelity and Guaranty Company, through their resident agent, Raymond C. Weiss, Bedell Building, Portland. Would suggest that you present your claim to the bonding company, if you secure no satisfaction from Mr. Dolan. Would also suggest that you file a notice of claim with the Secretary of State, in accordance with Chapter 517, Oregon Laws of 1939, mimeographed copy of which is enclosed.

Should you secure no satisfaction by following the above procedure, you still have recourse to action in the courts.

In accordance with our usual practice I am today calling your claim to the attention of the bonding company and the contractor.

Very truly yours,

HBG:RS

Secretary

NOTED
D[illegible] DeSart

ERT BOAT BUILDING AND REPAI

E. M. GERTTULA, OWNER

Siletz Boat Works
KERNVILLE, OREGON

RECEIVED
[illegible] 14 1941
OREGON
STATE HIGHWAY COMMISSION

2420

Aug 12, 1941

To the State Highway Department:

Mr Dolan of Tillamook, Ore has taken off my property 20,000 yards of rock more or less for which I am to be compensated @ $.03 per yard. He claims there is nothing to pay.

He also owes me $10.00 for making a road on my property for his use.

Yours truly

E. M. Gerttula

REFERRED TO
[illegible]
BY SECRETARY

Was this material [illegible]
for a state [illegible]
[illegible]

Probably used on
#2420 Kernville-[illegible]
Grading & Bituminous [illegible]
Contractor A. T. Dolan

ANSWERED
H. B. GLAISYER

FORM E-50 30M 9-41

C
O
P
Y

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

contr. #2420

Newport, Oregon
January 28, 1941

Subject: Kernville Contract awarded to Tom Dolan

To: Mr. F. D. Eason
Division Engineer
Salem, Oregon

Dear Sir:

After several trips to Kernville, finally located and talked with Mr. Gerttula, regards the quarry located about one mile from Kernville. He was of the opinion that the right of way width was only 105 feet, for support of this he measured from a Bench mark disc to the center of the road 52.5 feet and was confident that was right.

I made a trip to Toledo this A. M. to consult the record as he stated he had learned that the width was the 105 from the county clerks office. I copied the record and presented same to Mr. Gerttula in the presence of Mr. Dolan this P. M. Mr. Gerttula then granted that the right of way was as the stakes and pins are set, with the 100 feet north of center line and the distance on the south being to the north meander line of the Siletz River.

The statement made by Mr. Gerttula before the contract was let, was repeated to him with Mr. Dolan as witness, the statement being that he Mr. Gerttula would accept as damages $10.00 for the entering of his property to do certain bull dozer work necessary in the stripping of the quarry - this sum to be complete payment for damages of any and all kind. Also, Mr. Gerttula ask a three cent royality for all rock sold the state, that was taken from his property. Both Mr. Dolan and Mr. Gerttula agreed they understood and accepted the terms.

As you recall this quarry is the one used by The Mountain States Construction Co. (Fred Lindsey) when they did work on this section several years ago - at that time Mr. Lindsey paid the three cent royality to Mr. Gerttula for all rock taken from the location - it is true in my opinion that some royality was due, but not the entire amount. This office recommends, this matter of past royality paid be dropped from consideration.

Very truly yours,

V. L. Goodnight (Sgd.)

V. L. Goodnight
Res. Engr.

cc: B. O. Johnson

R

RECEIVED
OCT 25 1941
FOR FILING

121-1010

October 25, 1941

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. T. Dolan, Tillamook, Oregon, on contract No. 2420 covering 0.14 mile grading and 5.55 miles bituminous macadam on the Kernville-Forest Boundary Section of the Siletz Secondary Highway, in Lincoln County. This payment, in the amount of $2,644.50, will be made on or after November 4, 1941. The retained percentage is $1,200.16.

There are claims filed against this project, of which you have been previously notified, aggregating $249.00.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. C. DeCart

Form E-1—5M—10-40

R

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 18, 1941

Section Kernville- Forest Boundary

Kind of work Surfacing and Bit. Macadam.

Highway Siletz Secondary

Section prefix 121-1010

Contractor A.T. Dolan

Contract number 2120

Date of contract Jan. 22, 1941

Date of completion July 31, 1941

Date work started Feb. 6, 1941

Estimated date of completion ...., 19....

Amount of contract $ 37,793.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 37,793.50

Per cent of contract completed, based on total contract price .... %

Engineering cost to date, $ 2368.00, 6.29 %

Date project was completed August 30, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Made up semi final estimate and forwarded final records to Division office on Saturday. October 18th

NOTED

RAY WEBBER

H. D. SMITH

RECEIVED
OCT 20 1941
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
OCT 20 1941
OFFICE OF
ENGINEER

Signed

Address McMinnville, Oregon.

NOTED
VAN SCOY

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

R

RECEIVED
OCT - 8 1941
FOR FILING

121-1010

October 8, 1941

Geo. S. Kerr Co.
Title & Trust Building
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letters of September 27 and October 7, and advise that we are not yet able to furnish you the final contract price on contract No. 2420 with A. T. Dolan for work on the Kernville-Forest Boundary Section of the Siletz Secondary Highway.

There remains some cleanup work to be performed before the date of completion can be established. We anticipate that this work will be performed this week and final payment will probably be made within about six weeks.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. C. DeSart

BEACON 6341

GEO. S. KERR CO.
INSURANCE AND SURETY BONDS
TITLE & TRUST BUILDING
PORTLAND, OREGON

RECEIVED
OCT 8 - 1941
OREGON
STATE HIGHWAY COMMISSION

October 7, 1941

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Attention: Mr. H. B. Glaisyer, Secretary

Re: A. T. Dolan - Contract No. 2420
Kernville-Forest Boundary, Lincoln County, Oregon

In furtherance of our letter to you of September 27, we were wondering if you have been able to obtain the final contract price under the captioned contract so that our records can be adjusted. If so, will you please advise us same?

Very truly yours,

GEO. S. KERR CO.

By Lucille Hansen

lh

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

RECEIVED
SEP 29 1941

GLOBE INDEMNITY COMPANY
KENNETH SPENCER, PRESIDENT

CASUALTY INSURANCE
FIDELITY AND SURETY BONDS

GEO. S. KERR CO.
GENERAL AGENT

PHONE BEACON 6341
TITLE & TRUST BUILDING
PORTLAND, OREGON

September 27, 1941

Oregon State Highway Commission
Salem
Oregon

Gentlemen: Attention: Mr. H. B. Glaisyer, Secretary

Re: A. T. Dolan - Contract No. 2420 Kernville-Forest Boundary, Lincoln County, Oregon

We were wondering if you would be good enough, if the information is available, to forward us the final contract price under the above caption so that the premium adjustment can be made.

Very truly yours,

GEO. S. KERR CO.

By Geo. Kerr

GSK/lh

REFERRED TO [illegible]
BY SECRETARY

[illegible]

RECEIVED
SEP 23 1941
FOR FILING

121-1010

R

September 23, 1941

Mr. E. M. Gerttula
Owner, Siletz Boat Works
Kernville, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 22 with further reference to your claim against contractor A. T. Dolan.

I am forwarding a copy of your letter to our Division Engineer, Mr. F. D. Eason, for his information. I might state that I also read your letter to Mr. Eason over the telephone and he informs me that he will have one of his engineers set stakes for you as soon as that can be conveniently arranged. He suggested, however, that you could establish your own line by lining-in the highway department's right of way stakes. He does not believe you will have any difficulty in locating these stakes.

Very truly yours,

MDG:AM

Secretary

cc - F. D. Eason

EXPERT BOAT BUILDING AND REPAI...G

E. M. GERTTULA, OWNER

RECEIVED
SEP 23 1941
OREGON
STATE HIGHWAY COMMISSION

7/1

Siletz Boat Works
KERNVILLE, OREGON

ACKNOWLEDGED
H. B. GLAISYER

Sept. 22nd 1941

State Highway Commission
Salem Ore

Dear Sirs:

Since your letter of the 28th of Aug have been trying to get a settlement on rock taken off my property by A. T. Dolan Contractor Tillamook Ore. He stated was waiting for State Engineer to come and run line, I have waited for this without any results and have taken matter up with Mr Dolan personal and he say would see to it but no one has showed up to date.

As I have no agreement with Mr Dolan written only verbal as with Mr right right State Engineer before

EXPERT BOAT BUILDING AND REPAI G
E. M. GERTTULA, OWNER

Siletz Boat Works
KERNVILLE, OREGON

contract was let. That 3¢ per yard
for salvage rock in my property
and $10.00 for road on my property
which Mr Dolan has paid on road
I cannot put in any claim
for state on less I could get
together with Mr Dolan and
estimate how much rock
~~[illegible]~~ he took off my property.
But to Date have been able to
do anything with him on this
Question. I hired a Engineer to
estimate this rock but he would
not cooperate with us. Stated that
he wanted a state Engineer to
run line to see if he took any
rock off my property.
So would wish immediate action
on part of state on this matter

Very Truly Yours
E. M. Gerttula

a

121-1010

CROSS REFERENCE SHEET

Name or Subject Rock for Maintenance of Siletz Secondary Hwy. **File No.**

Regarding Price agreement to be secured from contractor to provide in stockpile 1200 cubic yards of oil rock and 500 cubic yards of ¼" minus crusher-run material. **Date** 2/3/41

SEE

Name or Subject MATERIALS **File No.**
Purchases
Crushed Rock

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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121-1010

February 5, 1941

Mr. A. T. Dolan
Tillamook, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2420 which was awarded to you on January 22, 1941, by the State Highway Commission, covering the grading and bituminous macadam surfacing of the Kernville-Forest Boundary Section of the Siletz Secondary Highway, in Lincoln County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:CA

a

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FOR FILING

121-1010

February 5, 1941

UNITED STATES FIDELITY & GUARANTY COMPANY
Raymond C. Weiss, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2420 which was awarded to A. T. Dolan by the State Highway Commission on January 22, 1941, covering the grading and bituminous macadam surfacing of the Kernville-Forest Boundary Section of the Siletz Secondary Highway, in Lincoln County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DOD:CA

RECEIVED
JAN 27 1941
FOR FILING

121-1010

January 24, 1941

Mr. A. T. Dolan
Tillamook, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2420 which was awarded to you by the State Highway Commission on the Kernville-Forest Boundary Section of the Siletz Secondary Highway, in Lincoln County, on January 22, 1941.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JAN 24 1941
FOR FILING

121-1610

January 23, 1941

Mr. A. T. Dolan
Tillamook, Oregon

Dear Sir:

The State Highway Commission on January 22, 1941, awarded you the contract for 0.14 mile grading and 5.55 miles bituminous macadam surfacing on the Kernville-Forest Boundary Section of the Siletz Secondary Highway, in Lincoln County. This award was based on your low bid of $37,793.50, using tar, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

[illegible] Secretary

cc - S. H. Probert
G. S. Paxson

CONTRACT# [redacted] 2421

SN-FA 307-A-1 Boardman-Stanfield 1941
Sec., Old Oregon Trail Hwy.
#2421

RECEIVED
FOR FILING
307-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 30, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Extra Work Order No. 1 in connection with your contract No. 2421 for constructing a dam in an irrigation canal on Oregon ~~SN~~-FAP 307-A (1), Boardman-Umatilla County line section of the Old Oregon Trail.

While over half of the work was done prior to the time our approval was requested we recommended payment for the remainder of the work. We have been advised, however, that in view of General Administrative Memorandum No. 71 no payment can be made if any of the work involved has been performed prior to our recommendation for approval.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
1 - 1942
OREGON
HIGHWAY COMMISSION

Jon

RECEIVED
MAR 6 1942
FOR FILING

307-A-1

March 6, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Resident Agent,
Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto are copies of claims which have been filed in the office of the Secretary of State by the Tum-A-Lum Lumber Company of Walla Walla, Washington, against the bonds taken from A. Milne in connection with the following contracts:

Contract No. 2421 for construction of two concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail, in Morrow County. Amount of claim $97.15.

Contract No. 2444 for construction of bridges on the Morrow County-[illegible]-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County. Amount of claim $76.77.

This information is given you inasmuch as you appear surety on both contracts.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. [illegible]

March 6, 1942

Tum-A-Lum Lumber Company
Walla Walla, Washington

Attention: A. E. Chambers, Credit Manager

Gentlemen:

Your letter of March 3, 1942, addressed to the Secretary of State, requesting information on A. Milne's contracts, No. 2421 and No. 2444, has been referred to this office for reply.

Contract No. 2421, for construction of siphons on the Boardman-Stanfield Section of the Old Oregon Trail, in Morrow County, was completed on April 11 and was accepted by the State Highway Commission on June 13, 1941. Claims in the amount of $426.59 have been filed against this contract. The final payment was mailed to Mr. Milne on November 12, 1941.

Contract No. 2444, for construction of bridges on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County, was completed on September 25 and was accepted by the State Highway Commission on October 17, 1941. Claims in the amount of $1,378.30 have been filed against this contract. The final payment was made on November 4, 1941.

I trust this information will be of value to you. If you desire additional information we will be glad to furnish it upon request.

Very truly yours,

Secretary

[illegible]

cc - Secretary of State

DeSart

March 6, 1942

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of March 5 with copies inclosed of claims which have been filed in your office by the Tum-A-Lum Lumber Company against the bonds taken from A. Milne in connection with Contracts No. 2444 and No. 2421.

In accordance with our usual practice we are today forwarding copies of the claims to the bonding company and the contractor.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
D. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 5, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Notices of claim by the Tum-A-Lum Lumber Co., Walla Walla, Washington, have been received and filed in this office today as follows:

Notice of claim for building materials and hardware furnished in the sum of $76.77 against the bond taken from A. Milne and the United States Fidelity and Guaranty Company, for the work, Contract No. 2444, for construction of two bridges in Morrow County, File No. 3042.

Notice of claim for building material and hardware furnished in the sum of $97.15, against the bond taken from A. Milne and the United States Fidelity & Guaranty Company, for work under contract No. 2421, for construction of two concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail in Morrow County. File No. 3043.

Copies of the claims are enclosed for your information and filed. There is also enclosed a copy of the letter transmitting the claims and requesting information concerning the condition of the contracts.

Kindly acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FL

ENC.

COPY

General Office

TUM-A-LUM LUMBER COMPANY

WALLA WALLA, WASHINGTON

March 3, 1942

Secretary of State
Salem, Oregon

Dear Sir:

We are enclosing two claims that we have against A. Milne Construction Company, one at Hermiston and the other at Umatilla, for purchases that were made according to the itemized statement which we are attaching to this.

We have been unable to get our final settlement on these two accounts.

Will you please let us know the condition of these contracts.

Yours truly

TUM-A-LUM LUMBER CO.

By A. E. CHAMBERS

Credit Manager

AEC:GE
ENCL:

TO STATE OF OREGON, SALEM, OREGON:

Notice hereby is given that the undersigned Tum-A-Lum Lumber Company has a claim for building materials and hardware, in the sum of $97.15 (Ninety-seven and 15/100 dollars) against the bond taken from Mr. A. Milne, and the United States Fidelity & Guaranty Company, for the work under Contract No. 2421, for the construction of two concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail (Boardman-Stanfield Highway) in Morrow County, Oregon

TUM-A-LUM LUMBER COMPANY

By A. E. CHAMBERS
Credit Manager

3/3/42

Endorsed:

File No. 3042
Filed March 5, 1942
EARL SNELL, Secretary of State

RECEIVED
MAR 3 1942
FOR FILING

307-A-1

March 2, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

This is to advise you that claims, as follows, have been filed in this office by the Tum-A-Lum Lumber Company, Walla Walla, Washington against contracts No. 2421 and No. 2444, with A. Milne:

Claim in the amount of $97.15 against contract No. 2421, for construction of siphons on the Boardman-Stanfield Section of the Old Oregon Trail, in Morrow County;

Claim in the amount of $76.77 against contract No. 2444, for construction of bridges on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Milne in connection with both of these contracts.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. DeSart

TO STATE OF OREGON, SALEM, OREGON:

Notice hereby is given that the undersigned Tum-A-Lum Lumber Company has a claim for building materials and hardware, in the sum of $97.15 (Ninety-seven and 15/100 dollars) against the bond taken from Mr. A. Milne, and the United States Fidelity & Guaranty Company, for the work under contract No. 2421, for the construction of two concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail (Boardman-Stanfield Highway) in Morrow County, Oregon

TUM-A-LUM LUMBER COMPANY

By O. E. Chambers
Credit Manager

2/28/42

FOLIO

Umatilla, Ore. Yard, [illegible]/25/42, 194

M Milne Construction Co.
7253 Northeast Broadway
Portland, Oregon

DEBTOR TO TUM-A-LUM LUMBER COMPANY

General Offices: Walla Walla, Wash.

Terms—

10% interest charged on all past due accounts

1941						
Feb.	7	2Padlocks		.50	1 00	
		2 hasps		.15	30	
		1 rule			1 25	
						2 55
Feb.	24	2-1" nipples		.05	10	
		1-1" valve			1 75	
		280 ft. 3/4" pipe		.09	25 20	
		1-1" tee			21	
		1-3/4" union			33	
		1-1" reducer			18	
						27 77
Feb.	26	1 nipple			05	
		1 union			33	
		1-45° ell			16	
						54
Feb.	26	4-2x6-16 #2	64'	25.00	1 60	
		4-2x6-16' #1	64	35.00	2 24	
						3 84
Feb.	27	1 hammer			98	
		2 hammers		.55	1 10	
						2 08
Mar.	4	1 Auger Bitt				1 15
Mar.	4	16-4x8-' 1/4" ply veneer	512	35.00		17 92
Mar.	6	27½# Wire		.07	1 92	
		1 bitt			90	
						2 82
Mar.	6	40# wire		.07	2 80	
		1 fan belt			1 10	
		(Tkt. signed by Joelson)				3 90

NOTED
D. D.Sgt

Folio #2 UMATILLA Yard, 2/25/42 , 194

M Milne Construction Co.

Portland, Ore.

DEBTOR TO TUM-A-LUM LUMBER COMPANY

General Offices: Walla Walla, Wash.

Terms— 10% interest charged on all past due accounts

1941							
Mar.	10	30# wire		.07		2 10	
Mar.	10	1x2" bush				25	
Mar.	17	50 lbs. 6 p nails		.06	3 00		
		7 lbs 3p blue nails		.08	56		
		30 lbs 16p nails		.08	2 40		
		1 chisel		.60	60		
						6 56	
April	8	4-1/4" x1½" stovebolts			05		
		2 large washers			05		
		2 lin ft. 6 ft. wire mesh			25		
						35	
April	10	Returned 260 ft. 3/4" pipe		.07			18 20
June	3	1x6 D & M	772	24.00	18 52		
		1 punch			15		
						18 67	
June	4	11 pcs 1x6-20 D &M	110'				
		58 " 1x6-12 "	348			10 99	
June	20	33-1x6-10 ' D & M	165				
		14-1x6-8 "	56				
		1-1x6-22 "	11				
		25-1x6-18 "	225				
		12-1x6-20' "	120				
			577	24.00		13 86	
						115 35	18 20
		Balance due $97.15					

NOTED
D. DeSart

RECEIVED
MAR 3 1942
FOR FILING

307-A-1

March 2, 1942

Tum-A-Lum Lumber Company
Walla Walla, Washington

Attention: A. E. Chambers, Credit Manager

Gentlemen:

This acknowledges receipt of your letter of February 28, 1942, with copies inclosed of claims, as follows, against contracts with A. Milne:

Claim in the amount of $97.15 against contract No. 2421 for construction of siphons on the Boardman-Stanfield Section of the Old Oregon Trail, in Morrow County;

Claim in the amount of $76.77 against contract No. 2444 for construction of bridges on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County.

In accordance with our usual practice we are today notifying the bonding company and the contractor that the claims have been filed.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

P. S. We presume that you have filed your claims with the Secretary of State as suggested in our recent letter to you.

H.D.G.

NOTED
D DeSart

GENERAL OFFICE
TUM-A-LUM LUMBER COMPANY
WALLA WALLA, WASHINGTON

February 28,1942

RECEIVED
MAR 2 - 1942
OREGON
STATE HIGHWAY COMMISSION

StateHighway Commission
State of Oregon
Salem, Oregon

Gentlemen:

We are enclosing an itemized statement of an account that we are holding against Milne Construction Company, for materials furnished them at our Hermiston and Umatilla yards.

The materials at Hermiston were furnished under contract 2444 and those at Umatilla, 2421.

We are askingyou to please file these claims against these particular jobs.

Yours truly,

Credit Department
TUM-A-LUM LUMBER CO.

By A. E. Chambers

AEC:GE

Credit Manager

REFERRED TO
[illegible]
BY SECRETARY

prepare usual letters

RECEIVED
FEB 25 1942
FOR FILING

Su-7AP 307-a-1

February 24, 1942

Tum-A-Lum Lumber Company
Walla Walla, Washington

Gentlemen:

We have your letter of February 21, advising of your claims against A. Milne. Mr. Milne has two contracts in the vicinity of your Hermiston and Umatilla yards, as follows:

> Contract No. 2444, for the construction of two bridges on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County, for which the United States Fidelity & Guaranty Company furnished the surety bond through their resident agent, Raymond C. Weiss, Bedell Building, Portland, Oregon. This contract was accepted on October 17, 1941.
>
> ✓ Contract No. 2421, for the construction of two concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail (Boardman-Stanfield Highway) in Morrow County, for which the bond was furnished by the same parties. This contract was accepted on June 13, 1941.

It will be necessary that you break down your claims, showing the amount against each one of these contracts, and we advise that you file these claims against the bonds through the office of the Secretary of State in accordance with Chapter 517, Oregon Laws 1939, copy of which is enclosed for your guidance. We also advise that you file your claims with the surety company direct.

You will note that claims against bonds should be filed within a period of six months after acceptance of the contract by the Highway Commission. Notwithstanding the fact that this period has expired for contract No. 2421, we advise that you file your claims against both contracts through the office of the Secretary of State.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D [illegible] Sart

RECEIVED
FEB 3 1942
FOR FILING

"PERMANENT AS THE PYRAMIDS"
Pyramid Concrete Products

J. J. COLLINS, PRESIDENT
UNIVERSITY 0606

Collins Concrete and Steel Pipe Co.
3841 N. COLUMBIA BOULEVARD
PORTLAND, OREGON

CONCRETE SEWER,
CULVERT AND IRRIGATION PIPE
CONCRETE METER BOXES
HIGHWAY GUARDRAIL POSTS
DRAINAGE TILE

CORRUGATED METAL CULVERT PIPE
GALVANIZED RANGE BOILERS
STEEL SEPTIC TANKS
ELECTRIC HOT WATER HEATERS
AIR CONDITIONING
(OIL BURNING) FURNACES

307-H-1

January 31, 1942

RECEIVED
FEB 2 - 1942
STATE HIGHWAY COMMISSION

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Referring to your letter of January 29, you will find attached a copy of letter of November 27, 1941, signed by Mr. Probert, and a copy of our Invoice No. 58260, dated February 22, 1941, covering material furnished Mr. Milne on the job in question.

We talked with Frank Penepacker's office and they advised that none of their work was sub-contracted to Mr. Milne, but that Mr. Milne was engaged in placing the two concrete siphons in the same section of the highway as their work on the Boardman-Umatilla County Line project was located.

We hope this additional information will assist you in properly identifying the job.

Very truly yours,

COLLINS CONCRETE AND STEEL PIPE CO.

By J. J. Collins-mk

WHU:mk

Enc.

File with Contract #2421
#45

2421

REFERRED TO
BY SECRETARY

MEMBER ASSOCIATED GENERAL CONTRACTORS

NOTED
D. . DeSart

WE SPECIALIZE IN GALVANIZING

J. J. COLLINS, PRESIDENT
UNIVERSITY 0605

INVOICE

Collins Concrete and Steel Pipe Co.
3901 N. COLUMBIA BOULEVARD
PORTLAND, OREGON

CONCRETE SEWER, CULVERT AND IRRIGATION PIPE
CONCRETE METER BOXES
HIGHWAY GUARDRAIL POSTS
DRAINAGE TILE

CORRUGATED METAL CULVERT PIPE
GALVANIZED RANGE BOILERS
STEEL SEPTIC TANKS
ELECTRIC HOT WATER HEATERS
AIR CONDITIONING
(OIL BURNING) FURNACES

November 27, 1941

SOLD TO

COPY

Collins Concrete & Steel Pipe Co.
3841 N. Columbia Boulevard
Portland, Oregon

Attention: Mr. J. J. Collins

Gentlemen:

Following is the completion and acceptance dates of contracts, as requested in your letter of November 26:

Douglas County: Mud Hollow-Oak Creek Section of the North Umpqua County Road was completed on October 1, and accepted on November 17, 1941.

Lincoln County: South Newport Section of the Oregon Coast Highway (Grading, Surfacing and Oiling) was completed on June 28, and accepted on July 24, 1941.

Morrow County: Boardman-Umatilla County Line Section of the Old Oregon Trail Highway was completed on June 25 and accepted on July 24, 1941.

Curry County: Brookings Section of the Oregon Coast Highway was completed on July 12, and accepted on July 24, 1941.

Very truly yours,

R. H. Baldock
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. Rhodes

MEMBER ASSOCIATED GENERAL CONTRACTORS

ONCRETE AND STEEL PIPE CO.

3841 N. COLUMBIA BOULEVARD • PHONE UNIVERSITY 0605
PORTLAND, OREGON

INVOICE

FOR CUSTOMER'S USE ONLY

REGISTER NO.
VOUCHER NO.
F. O. B. CHECKED
TERMS APPROVED
PRICE APPROVED
CALCULATIONS CHECKED
TRANSPORTATION
FREIGHT BILL NO.
AMOUNT
MATERIAL RECEIVED
DATE ____ 19__ SIGNATURE TITLE
SATISFACTORY AND APPROVED
ADJUSTMENTS
ACCOUNTNG DISTRIBUTION
AUDITED
FINAL APPROVAL

CUSTOMER'S ORDER NO. & DATE 2/22/41
REQUISITION NO.
CONTRACT NO.

INV. NO. 58260
INV. DATE

SOLD TO A. Milne Construction Co.
Boardman-Umatilla County Line

SHIPPED TO Sec. of Old Oregon Trail

DATE SHIPPED
CAR NO.
PREPAID OR COLLECT?
ROUTE

PIECES SHIPPED	DESCRIPTION	FEET	PRICE	AMOUNT
217	8" Concrete Sewer Pipe	651	.32	208.32
8	8" Concrete Sewer Pipe	24	.32	7.68
				216.00
	price agreement – 2421 siphons			

PRINTED BY DITTO, INC.

DELIVERED BY

RECEIVED BY

THESE GOODS MANUFACTURED IN COMPLIANCE WITH FAIR LABOR STANDARDS ACT OF 1938

RECEIVED
JAN 29 1942
FOR FILING

January 29, 1942

Collins Concrete & Steel Pipe Co.
3841 North Columbia Blvd.
Portland, Oregon

Gentlemen:

We have your note on the bottom of our letter of January 26, referring to a letter signed by Mr. S. H. Probert, under date of November 27, 1941, which refers to the Morrow County job as the Boardman-Umatilla County Line Section of the Old Oregon Trail.

The Boardman-Umatilla County Line Project is state highway contract No. 2406 with Frank Penepacker, for 13.94 miles grading and topping. The bond on this contract was furnished by the Glens Falls Indemnity Company. It is possible that your material was furnished to Mr. Milne for use on this contract although we have no record of Mr. Milne being a subcontractor thereon.

Mr. Milne has two jobs in that section of the state, one of which is contract No. 2444 for construction of two bridges on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County, and the other is contract No. 2421 for construction of two concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail, in Morrow County. The United States Fidelity & Guaranty Company furnished the bond on both of these contracts.

We assume that your material was furnished to Mr. Milne on his contract No. 2421 but are unable to confirm this assumption. Inasmuch as we are unable to find a copy of Mr. Probert's letter and do not have a list of the materials furnished in connection with your claim, will you kindly furnish us with a list of such materials and a copy of Mr. Probert's letter, also any additional information which will help us to place this claim against the right contract and bond.

Very truly yours,

HBG:AN

Secretary

NOTED
D. DeSart

SIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

20 1942

IN REPLY PLEASE
REFER TO FILE NO.

January 26, 1942

Collins Concrete & Steel Pipe Company
3841 N. Columbia Blvd.
Portland, Oregon

Gentlemen:

We have received, through the office of the Secretary of State, copies of three claims filed by you against A. Milne.

One of these claims, in the amount of $216.00 is filed against A. Milne, and the U. S. Fidelity & Guaranty Company, for work in connection with the Boardman-Umatilla County Line Section of the Old Oregon Trail. Mr. Milne does not have a contract with the Highway Commission which fits that description. However, he has contract No. 2421, for the construction of two concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail.

We presume that this claim is against this contract No. 2421. Will you please inform us, at your convenience, whether or not this is correct.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By H B Glaisyer

Secretary

HS

Gentlemen:

Please refer to letter dated November 27, 1941, signed by S. H. Probert, which refers to the Morrow County job as above, rather than the Boardman-Stanfield Section of the Old Oregon Trail. We are sure this is one and the same job and appreciate your consideration in calling this to our attention.

Collins Concrete and Steel Pipe Co.

W.H.M.

R

RECEIVED
JAN 27 1942
FOR FILING

307-G-1

January 26, 1942

Collins Concrete & Steel Pipe Company
3841 N. Columbia Blvd.
Portland, Oregon

Gentlemen:

We have received, through the office of the Secretary of State, copies of three claims filed by you against A. Milne.

One of these claims, in the amount of $216.00 is filed against A. Milne, and the U. S. Fidelity & Guaranty Company, for work in connection with the Boardman-Umatilla County Line Section of the Old Oregon Trail. Mr. Milne does not have a contract with the Highway Commission which fits that description. However, he has contract No. 2421, for the construction of two concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail.

We presume that this claim is against this contract No. 2421. Will you please inform us, at your convenience, whether or not this is correct.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. . DeSart

January 26, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 24, 1942, enclosing copies of notices of claims which have been filed in your office by the Collins Concrete & Steel Pipe Company against the bond taken from A. Milne, principal, and U. S. Fidelity & Guaranty Company, surety, in connection with the following state highway contracts:

No. 2352 Brookings Section of the Oregon Coast Highway, in Curry County	$872.39
No. 2340 South Newport Section of the Oregon Coast Highway, in Lincoln County	724.38
✓ No. 2421 Boardman-Stanfield Section, Old Oregon Trail, in Morrow County	216.00

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MB

NOTED
D. [illegible] DeSart

January 26, 1942

U. S. Fidelity & Guaranty Co.
Lloyd H. Frantow
1816 S. E. 31st St.
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $216.00, which has been filed in the office of the Secretary of State by the Collins Concrete & Steel Pipe Company against the bond taken from A. Milne, in connection with state highway contract No. 2421, for two concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail, in Morrow County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. C. DeSart

COPY

Portland, Oregon
January 23, 1942

Secretary of State
State Highway Commission
Salem, Oregon

Gentlemen:

Notice is hereby given that the Collins Concrete and Steel Pipe Co., an Oregon corporation, has a claim for materials furnishedin the sum of $216.00 against the [illegible] Milne Construction Co. and the United States Fidelity and Guarantee Company, a Maryland corporation, for work in connection with Boardman-Umatilla County Line Section of Old Oregon Trail.

Very truly yours,

COLLINS CONCRETE AND STEEL PIPE CO.

By J. J. Collins
President

Endorsed: File No.3029
Filed January23, 1942
EARL SNELL, Secretary of State

R

RECEIVED
DEC 13 1941
FOR FILING

307-A-1

December 12, 1941

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent,
Bedell Building,
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim, in the amount of $113.44, which has been filed in the office of the Secretary of State by Frank Penepacker against the bond taken from A. Milne in connection with his contract with the State Highway Commission, No. 2421, for construction of two concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail, in Morrow County.

This information is given you inasmuch as you appear surety on the bond furnished by the contractor in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. G. DeSart

December 12, 1941

Honorable Earl Snell
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 11, 1941, with copies of a claim attached which has been filed in your office by Frank Penepacker against the bond taken from A. Milne in connection with his contract with the State Highway Commission, No. 2421, for construction of two concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail, in Morrow County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that the claim has been filed in your office.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

COPY

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

NOTICE OF CLAIM

TO OREGON STATE HIGHWAY COMMISSION:

Notice hereby is given that the undersigned, Frank Penepacker, has a claim for labor performed and rental and use of equipment in the sum of $113.44 against the bond taken from A. Milne, as principal, and United States Fidelity & Guaranty Company, as surety, upon his bond for the work of Contract #2421 for the construction of two concrete siphons on the Boardman Stanfield Section of the Old Oregon Trail Highway.

Dated this 9th day of December, 1941.

FRANK PENEPACKER
Frank Penepacker

1941
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 11, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Frank Penepacker for $113.44 against the bond taken from A. Milne, principal, and U.S. Fidelity & Guaranty Company, surety, for work on the Boardman Stanfield Section of the Old Oregon Highway, contract 2421, which was received from Raffety & Pickett, Attorneys, Portland, filed today.

Please acknowledge receipt of the copies in order that our files may be complete.

Very truly yours,

Earl Snell
Secretary of State

S:FM
enc . 3

RECEIVED
DEC 12 1941
STATE HIGHWAY COMMISSION

R

RECEIVED
DEC 8 1941
FOR FILING

307-H-1

December 8th, 1941

Mr. Frank [illegible]
400 North Thompson Street
Portland, Oregon

Dear Sir:

In accordance with your letter of December 6th, 1941, we advise that A. Milne's Contract No. [illegible] for the construction of two concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail was completed April 11, 1941, and accepted by the Highway Commission on June 11, 1941.

The performance bond on this contract was furnished by the United States Fidelity & Guaranty Company through their Resident Agent, Raymond C. Weiss, Bedell Building, Portland, Oregon.

We are calling your claim to the attention of Mr. Milne and his surety. We understand that you are going to file your claim with the surety and may we suggest that you file it with the Secretary of State in accordance with Chapter 517, Oregon Laws, 1939, copy of which is attached for your guidance.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]
Enclosure

2421

FRANK PENEPACKER

400 NORTH THOMPSON STREET
PORTLAND, OREGON

General Construction
Equipment Rentals

December 6, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have an account amounting to $113.44 against A. Milne for work done for him on his contract for the construction of two reinforced concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail Highway in Morrow County. We have been unable to collect this amount, and ask that you kindly inform us the name of the bonding company and the date of completion of the contract so that we can file our claim with the bonding company.

Yours very truly,

FRANK PENEPACKER

By Joe Blickle
Joe Blickle

JB:GR

RECEIVED
DEC 8 - 1941
STATE HIGHWAY COMMISSION

7421

FRANK PENEPACKER

400 NORTH THOMPSON STREET
PORTLAND, OREGON

General Construction
Equipment Rentals

December 6, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have an account amounting to $113.44 against A. Milne for work done for him on his contract for the construction of two reinforced concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail Highway in Morrow County. We have been unable to collect this amount, and ask that you kindly inform us the name of the bonding company and the date of completion of the contract so that we can file our claim with the bonding company.

Yours very truly,

FRANK PENEPACKER

By Joe Blickle
Joe Blickle

JB:GR

RECEIVED
8 - 1941

RECEIVED
DEC 8 1941
FOR FILING

R

307-A-1

December 8th, 1941

United States Fidelity & Guaranty Company
Raymond C. Weiss, Resident Agent
Bedell Building
Portland, Oregon

Dear Sir:

We have been informed by Frank Penepacker, 400 North Thompson Street, Portland, Oregon, that he has a claim in the amount of $113.44 against A. Milne for work preformed on Contract No. 2421 on the Boardman Stanfield Section of the Old Oregon Trail.

This claim is being called to your attention since you appear as surety on Mr. Milne's contract.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

BD:EH
cc: A. Milne
7255 N. E. Broadway
Portland, Oregon

RECEIVED
OCT 23 1941
FOR FILING

307-A-1

#2421

October 22, 1941

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2421 for work on the Boardman-Stanfield Section of the Old Oregon Trail Highway, in Morrow County, has been completed by the contractor, A. Milne, and that final settlement will be made on or after November 1, 1941.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $7,576.77, including final payment, of which $30.35 is for force account work. This contract was completed on April 11, 1941, and accepted by the Commission June 13, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. DeSart

R

RECEIVED
OCT - 4 1941
FOR FILING

307-A-1

October 4, 1941

Mr. A. Milne
c/o A. Milne Constr. Company
7253 Northeast Broadway
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of October 2, withdrawing your claim for additional compensation in connection with state highway contract No. 2421 and advising your willingness to sign the final estimate on this project.

I wish to thank you for this information which I am passing on to the Office Engineer, Mr. S. H. Probert, under whose supervision the estimate vouchers are prepared.

Very truly yours,

Secretary

NDG:AM

cc - S. H. Probert

COPY

A. MILNE CONSTRUCTION CO.

7253 Northeast Broadway

Portland, Oregon

October 2nd, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On June 18th 1941, I wrote you regarding Contract No. 2421 claiming additional costs on this contract.

I wish to withdraw this claim for any additional costs and am willing to sign Final Estimate on this project at your convenience.

Yours very truly,
A. MILNE

A. Milne (Sgd.)

R

RECEIVED
JUL 25 1941
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Oregon SN-FAP 307-A (1)
Boardman-Stanfield Section
Old Oregon Trail

July 24, 1941

307-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

Iron

WA 4Pr 11230

Form P. R. 2

State Oregon

Federal Aid Project No. SM-FAP 307-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of May, 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 19th day of November, 1940, a project statement, which was approved on the 14th day of December, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 31 day of December 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy thousand, one hundred sixty and 00/100 dollars ($70,160.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 30+00 at the east city limits of Boardman in Sec. 8, T. 4 N., R. 25 E., W.M., and survey station 765+79.2 at the east boundary of Sec. 28, T. 4 N., R. 27 E., W. M.

, length 13.955 miles, in Morrow County, being Section A(1) of Oregon Federal Aid project No. [illegible]-FAP 307, consisting of 13.955 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible].

JUL 21 1941
[illegible] HEADQUARTERS

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of seventy thousand, one hundred sixty and 00/100 dollars ($70,160.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred fifteen thousand, two and 25/100 dollars ($115,002.25), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

JUL 21 1941

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUL 15 1941, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11279

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible]-FAP-307-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $115,002.85 as the total estimated cost of said project, and the sum of $70,160.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and JUL 15 1941

Federal Works Administrator,

By O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

e

RECEIVED
JUL 14 1941
FOR FILING

307-A-1

#2421

OREGON STATE HIGHWAY COMMISSION

July 10, 1941.

A. Milne claim

Mr. G. S. Paxson

In reference to your letter of July 7, concerning the claim of A. Milne, I would suggest that you have Mr. Milne submit all supporting data which he has, and work out with him an adjustment based on these data, in accordance with your letter to me.

I check you that we can not allow $500 lump sum adjustment, with no data to support it.

C. B. McCullough

CBM:SP

FORM E-30 25M 3-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1941

Subject: Claim from Mr. A. Milne on
Contract for Irrigation Canals
in Morrow County

To: Mr. C. B. McCullough
Assistant Chief Engineer
Office

Dear Sir:

In accordance with your request, I am reporting on the claim from Mr. A. Milne on the construction of the two irrigation canal siphons on the Boardman-Stanfield Section in Morrow County. Our agreement with the United States Bureau of Reclamation provides that the flow of water through these canals cannot be interfered with after April 15 of any year. Our specifications were written with this in mind and required the completion of the siphons so that water could be turned through them on or before April 15. We found, however, that, regardless of the agreement, the farmers in that section were accustomed to receiving water about the middle of March and that considerable damage to their crops would be done if the delivery of water was postponed until April 15. We, therefore, asked Mr. Milne's superintendent, Mr. Joelson, to rush the work on the larger siphon so that water could be put through the main canal. The smaller siphon was not important and completion could be delayed until April 15 without difficulty. Mr. Milne cooperated with us in every way, and the larger siphon was completed and water turned through it on March 22.

I do not believe that we can pay Mr. Milne $500 or any fixed sum as an adjustment. If he can establish actual costs of the change in construction schedule, I believe we should pay such costs. If the conditions concerning the detour are as Mr. Milne alleges, this is an item which we might very reasonably allow him; however, I do not believe that the speeding up of the job cost him any money as far as labor was concerned. It has been my observation that jobs which are rushed to completion always pay out better than those which are allowed to drag along.

I have written to our resident engineer asking for his observations on the progress of the job.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM

COPY

A. MILNE CONSTRUCTION CO.

7253 N. E. Broadway
Portland, Oregon
June 18th 1941

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: **Contract No. 2421**

On January 22nd 1941, we were awarded a contract for the construction of one large and one small siphon on the Boardman-Stanfield section. The completion date of this contract was April 15th 1941, providing the grading contractor would have the grading completed at the sites of the siphons by February 1st. Any additional time taken by the grading contractor would automatically extend the completion date of our contract the same length of time. This happened to be the case and our completion date was April 26th.

As soon as our foreman, Mr. O. E. Joelson, arrived to start work, he was requested by Mr. G. S. Paxon to have the larger siphon completed by March 15th or 20th at the latest. In order to do this, it was necessary to change the plans of construction. We had originally intended to construct the small siphon first to eliminate two detours which had to be built in order to keep the road open for the road contractor who was hauling surfacing past the project. Also we had to use a larger crew than was originally planned and to add additional hauling equipment. It was not possible to work a large crew as efficiently as a small one on this size project.

If a completion date of March 20th had been specified in the contract, we would have added considerable to our price for added expense of rushing the job. However, we did our best to comply with Mr. Paxson's request. The large siphon was ready March 22nd.

On bidding the siphon job, we expected to make a profit of ten per cent. As near as we can estimate, we have about ten per cent added cost by rushing this contract. We feel that we are entitled to and justified in asking $500.00 as adjustment.

Thanking you for your kind consideration, we are,

Yours very truly,
A. MILNE,
(Signed) A. Milne.

a

RECEIVED
JUN 25 1941
FOR FILING

307-A-1

June 25, 1941

Pacific Portland Cement Company
417 Montgomery Street
San Francisco, California

Gentlemen:

This will acknowledge receipt of your letter of June 20, and advise that contract No. 2421, with A. Milne, for construction of two concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail, was completed April 11, 1941, and accepted by the Commission June 13, 1941.

Final payment will probably be made within the next six weeks.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

NOTED
D. G. DeSart

a

PHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

SAN FRANCISCO, CALIFORNIA
417 MONTGOMERY STREET

RECEIVED
JUN 23 1941
OREGON
STATE HIGHWAY COMMISSION

June 20, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise if the State Highway Contract #2421 has been completed and accepted by the State Highway Commission and when final payment is expected to be made.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion

H. D. O'Banion
Credit Manager

HDO:vb

[illegible]

Coast Wide Service — San Francisco — Los Angeles — Portland — San Diego — Seattle

RECEIVED
JUN 25 1941
FOR FILING

307-A-1

#2421

June 24, 1941

United States Fidelity & Guaranty Co.
Raymond C. Weiss, General Agent,
Bedell Building
Portland, Oregon

Gentlemen:

For your information, wish to advise that this office has been informed that the claim of the Fir Mountain Lumber Company against A. Milne in connection with his contract No. 2421 on the Boardman-Stanfield Section of the Old Oregon Trail has been paid in full.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. G. DeSart

[illegible]

June 23, 1941

Fir Mountain Lumber Co.
Hood River, Oregon

Attention: L. G. Trullinger

Dear Sir:

Thank you for your card of June 21st advising that your claim against A. Milne for material furnished for his contract No. 2421 on the Boardman-Stanfield Section of the Old Oregon Trail has been paid in full.

Yours very truly,

STATE HIGHWAY COMMISSION

By

OA

Secretary

NOTED
D. G. DeSart

R

ST SSION

Hood River. Ore.
6/21/41.

Gentlemen:

Re: A. Milne. Contract # 2421
Boardman - Stanfield siphon job.

This is to advise you that we have been paid in full for the materials furnished for the above job.

FIR MOUNTAIN LUMBER CO.
BY [illegible] MGR.

DeSart
acknowledged, etc.

FFICE COPY

Dear Sir:

For your information, Mr. A. Milne completed work on the two siphons on the Boardman-Stanfield Highway in Morrow County, Contract No. 2421, on April 11, 1941. The specified date of completion was May 15, 1941.

Please secure authority from the Commission to pay the final estimate on this job.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG CM
cc C. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE June 13, 1941
H B Kenny
Secretary

NOTED
D. C. DeSart

R

RECEIVED
JUL 15 1941
FOR FILING

307-A-1

~~#2421~~

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1941

Subject:

To: Mr. H. B. Glaisyer
Secretary
Office

OFFICE COPY

Dear Sir:

For your information, Mr. A. Milne completed work on the two siphons on the Boardman-Stanfield Highway in Morrow County, Contract No. 2421, on April 11, 1941. The specified date of completion was May 15, 1941.

Please secure authority from the Commission to pay the final estimate on this job.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG CM
cc C. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE June 13, 1941
H B Glaisyer
Secretary

NOTED
D. C. DeSart

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1941

Subject: Acceptance of Completed Contracts

To: Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

OFFICE COPY

Dear Sir:

All work has been completed on the following state highway contracts:

Contract No. 2356, with Babler Bros., for grading, surfacing and oiling on the Eightmile-Dry Creek Section of the Wasco-Heppner Secondary Highway in Morrow County, was completed on May 20, 1941.

Contract No. 2364, with R. I. Stuart and Sons, for furnishing 15,100 cubic yards of crushed gravel in stockpiles on the Gold Hill Section of the Pacific Highway and Sams Valley Secondary Highway in Jackson County, was completed on March 18, 1941.

Contract No. 2375, with Roy L. Houck, for grading, surfacing and bituminous macadam on the Blalock-Lang Canyon Section of the Columbia River Highway in Gilliam County, was completed on May 27, 1941.

Contract No. 2426, with E. L. Gates, for grading and bridge on the Lake Creek-Hanley Section of the Little Butte Secondary Highway in Jackson County, was completed on May 31, 1941.

Contract No. 2427, with Babler Bros., for grading, surfacing and oiling on the Bend-Forest Boundary Section of the Century Drive Secondary Highway in Deschutes County, was completed on May 7, 1941.

ED BY HIGHWAY COMMISSION
DATE June 13, 1941
Secretary

Acceptance of the above listed projects by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By S. H. Probert

S. H. Probert
Office Engineer

Dict. by J. Rhodes/GS

cc Mr. D. G. De Sart
Mr. J. W. McCallister

NOTED
D. G. DeSart

RECEIVED
MAY 17 1941
FOR FILING

307-A-1

May 16, 1941

Fir Mountain Lumber Company
Hood River, Oregon

Attention: L. G. Trullinger, Manager

Gentlemen:

In reply to your letter of May 14 concerning your claim against A. Milne arising out of his contract with the State Highway Commission for construction of concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail, Contract No. 2421, wish to say that our records show that Estimate No. 1 in connection with this job, in the amount of $3,136.50, was paid to Mr. Milne on March 26, 1941, and on May 7, 1941, we paid Mr. Milne Estimate No. 2 in the amount of $3,903.81. This covered work up to April 10, 1941.

Our records also show that the job was completed on April 11, 1941, and that there is still due and payable to Mr. Milne the retained percentage in the amount of $538.69.

Very truly yours,

RBG:AM

Secretary

7,182.50

Est #1 $3,136.50
mailed warrant March 26

Est #2 $3,503.81 to 4/10
mailed warrant May 7

Completed April 11, 1941

Retained $538.69

RECEIVED
MAY 16 1941
OREGON
STATE HIGHWAY COMMISSION

Hood River, Ore.,
May 14, 1941.

.syer, Secretary,
Highway Commission,

.yer:

Re: A. Milne, Contractor.
Contract No. 2421.

I wrote you a card with reference
t materials furnished the Milne
Company on the above contract. I
your letter of the 31st, together
aph copy of Chapter 517 (Oregon Laws,

I have called at Mr. Milne's office twice and both times I have been advised that as yet they have received only a small portion of the contract price of the Boardman-Stanfield siphon job, for which we furnished the lumber.

Would you kindly advise me if this is correct.

Very truly yours,

FIR MOUNTAIN LUMBER CO.
BY L. G. Trullinger MGR.

LGT:AT

ANSWERED
H. B. GLAISYER

REFERRED TO
Wesart
BY SECRETARY

get me information as to payments.
amts. – when paid – when [illegible] payment be made.
HBG

RECEIVED
MAY 16 1941
OREGON
STATE HIGHWAY COMMISSION

Hood River, Ore.,
May 14, 1941.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Ore.

Dear Mr. Glaisyer:

Re: A. Milne, Contractor.
Contract No. 2421.

On March 27th I wrote you a card with reference to a claim for materials furnished the Milne Construction Company on the above contract. I also received your letter of the 31st, together with a mimeograph copy of Chapter 517 (Oregon Laws, 1939).

I have called at Mr. Milne's office twice and both times I have been advised that as yet they have received only a small portion of the contract price of the Boardman-Stanfield siphon job, for which we furnished the lumber.

Would you kindly advise me if this is correct.

Very truly yours,

FIR MOUNTAIN LUMBER CO.
BY L. B. Trullinger MGR.

LGT:AT

ANSWERED
H. B. GLAISYER

REFERRED TO
Wesant
BY SECRETARY

get me information as to payments. amts. - when paid - when will final payment be made.
HBG

RECEIVED
APR 2 1941
FOR FILING

307-A-1

March 31, 1941

United States Fidelity & Guaranty Co.
Raymond G. Weise, Agent
Bedell Building
Portland, Oregon

Gentlemen:

This is to advise you that the Fir Mountain Lumber Company of Hood River, Oregon, has filed a claim in the amount of $404.65 against A. Milne in connection with his contract with the State Highway Commission for construction of concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail, in Morrow County, contract No. 2421.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Milne in connection with this contract.

Very truly yours,

HBG:AM

Secretary

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. G. DeSart

March 31, 1941

Fir Mountain Lumber Company
Hood River, Oregon

Attention: L. G. Trullinger

Gentlemen:

This acknowledges your card of March 27 advising that you have a claim, totaling $404.65, against A. Milne, contractor for the construction of concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail, in Morrow County, contract No. 2421.

Our records show that Mr. Milne furnished the state a surety bond in connection with this job, which bond is for the protection of claims arising out of the contract. The bond was written by the United States Fidality & Guaranty Company for whom Raymond C. Weiss is local agent with offices in the Bedell Building, Portland.

I would suggest, in the event that you do not secure satisfaction from Mr. Milne in a reasonable length of time, that you file notice of your claim with the bonding company, and also with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is inclosed.

I am today calling your claim to the attention of the bonding company and the contractor.

Trusting that you will receive satisfaction in the near future, I remain

Very truly yours,

HBG:AM

Secretary

#2421

ANSWERED 3/27/41
H. B. GLAISYER

Gentlemen:

This is to advise you that we made the following sales of lumber to The Milnes Construction Co. of Portland. Oreg for a State Highway job at Boardman. Oreg and for which to date we have not been paid.-

2-1-41 — $71.35
2-3- " — 102.35
" 6 - " — 79.42
" -11- " — 66.38
" -14- — 48.77
Mar-1st 41 — 36.40

Total $404.65

[illegible] Mt. Lumber Co
By L.B. Tullinger.
Hood River. Oreg.

Portland, Oregon

Attention P. A. Breen

Gentlemen:

In accordance with your request of March 19th, this will advise you that the two concrete siphons being constructed on the Boardman-Stanfield Section of the Old Oregon Trail are contracted to A. Milne, 7253 N. E. Broadway, Portland, Oregon, under contract No. 2421 in the amount of $7,182.50. Surety Bond for this contract was furnished by United States Fidelity & Guaranty Company though their local agent Raymond C. Weiss, Bedell Building, Portland, Oregon.

This contract is specified for completion on or before May 15, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

OA

Secretary

RECEIVED
MAR 2 1941
FOR FILING

307-A-1

March 20, 1941

Pacific Portland Cement Co.
Lumbermens Building
Portland, Oregon

Attention P. A. Breen

Gentlemen:

In accordance with your request of March 19th, this will advise you that the two concrete siphons being constructed on the Boardman-Stanfield Section of the Old Oregon Trail are contracted to A. Milne, 7253 N. E. Broadway, Portland, Oregon, under contract No. 2421 in the amount of $7,182.50. Surety Bond for this contract was furnished by United States Fidelity & Guaranty Company though their local agent Raymond C. Weiss, Bedell Building, Portland, Oregon.

This contract is specified for completion on or before May 15, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

OA

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

MAIN OFFICE, SAN FRANCISCO, CALIFORNIA
LUMBERMENS BUILDING
PORTLAND, OREGON

RECEIVED
MAR 20 1941
[illegible] COMMISSION

March 19, 1941.

H. D. Glaisyer, Sec't.,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

In order to complete our records will you please advise us of the State Highway Contract Number, Bonding Company, and the approximate date for the completion of the following project:

Morrow County, Construction of
Siphons on Boardman-Stanfield
Scetion, Old Oregon Trail
Highway.

Thanking you in advance, we are,

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY.

PB. By P A Breen.

Coast Wide Service — San Francisco – Los Angeles – Portland – San Diego – Seattle

RECEIVED
MAR 5 - 1941
FOR FILING

307-A1

Union Oil Company of California

March 4, 1941

UNION OIL COMPANY OF CALIFORNIA
Chronicle Building
Spokane, Washington

Attention T. J. Fahey

Gentlemen:

In accordance with your request of March 3, this will advise you that on January 22, 1941, the Commission awarded to A. Milne, 7253 N. E. Broadway, Portland, Contract No. 2421, for the construction of two concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail, in Morrow County, in the amount of $7,182.50. Performance bond for this project was furnished by the United States Fidelity & Guaranty Company through their resident agent Raymond C. Weiss, Bedell Building, Portland. The contract is specified for completion on May 15, 1941.

Very truly yours,

STATE HIGHWAY COMMISSION

By Secretary

DGD:MML

Union Oil Company of California

CHRONICLE BUILDING
SPOKANE, WASHINGTON

RECEIVED
MAR 1 - 1941
[illegible]

March 3, 1941

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

It is our understanding that Milne Construction Company was the successful bidder on State of Oregon Contract No. 2421.

As we anticipate supplying petroleum products on this operation, we are interested in having a complete description, the job number, the amount, the name of the bonding company, its agent and his address.

Will you please furnish us with this information? Here is a business reply envelope for your convenience.

Thank you.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

JFahey

District Credit Supervisor

TJF:JB
Encl.

FORM 401 SPO 12-39 6500

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RECEIVED
[illegible]
FOR FILING

307-A-1

February 5, 1941

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2421 which was awarded to you by the State Highway Commission on January 22, 1941, covering the construction of irrigation canals on the Old Oregon Trail Highway in Morrow County. We are also sending an executed copy to the surety on your bond.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:OA

a

RECEIVED
FEB 6 1941
FOR FILING

207-A-1

February 5, 1941

UNITED STATES FIDELITY & GUARANTY COMPANY
Raymond C. Weiss, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2421 which was awarded to A. Milne by the State Highway Commission on January 22, 1941, covering the construction of irrigation canals on the Old Oregon Trail Highway, in Morrow County.

Inasmuch as you are surety for the contractor on this job, we are furnishing you with this copy of the contract for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DCD:GA

a

RECEIVED
JAN 27 1941
FOR FILING

307-A-1

January 25, 1941

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2421 which was awarded to you by the State Highway Commission on January 22, 1941, covering irrigation canals on Boardman-Stanfield Section of the Old Oregon Trail Highway in Morrow County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JAN 24 1941
FOR FILING

307-A-1

2481

January 23, 1941

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

The State Highway Commission on January 22, 1941, awarded you the contract for construction of two reinforced concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail Highway, in Morrow County. This award was based on your low bid of $7,182.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AH

cc - S. H. Probert
G. S. Paxson

CONTRACT# [redacted] 2422

102-1009 Plunkett Creek-Read Creek Sec.
Kings Valley Second. Highway 1941

#2422

RECEIVED
JUL 3 1942
FOR FILING

102-1409

June 30, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen:

In accordance with your letter of June 26 you are advised that contract No. 2422, with M. L. O'Neil & Son, was completed October 15, 1941, and accepted March 20, 1942, by the Highway Commission.

The total amount of money paid on this contract is $49,653.49.

Very truly yours,

Secretary

BOD:RS

NOTED
D. G. [illegible]

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

June 26, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: M. L. O'Neill & Son
Contract #2422

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

FJH:GL
Encl.

RECEIVED
MAY 7 1942
FOR FILING

102-1009

May 6, 1942

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on March 20, 1942, granted you the extension of time requested, from August 31 to October 18, 1941, without penalty, in connection with contract No. 2422 for grading, surfacing and oiling the Plunkett Creek-Read Creek Section of the Kings Valley Secondary Highway, in Benton County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - F. D. Eason

RECEIVED
APR 8 1942
FOR FILING

162-1004

April 7, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2422 for work on the Plunkett Creek-Reed Creek Section of the Kings Valley Secondary Highway, in Benton County, has been completed by the contractors, M. L. O'Neil and Son, and that final settlement will be made on or after April 17, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $49,653.49, including final payment, of which $28.54 is for force account work. This contract was completed on October 15, 1941, and accepted by the Commission March 20, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. [illegible] DeSart

RECEIVED
FEB 25 1942
FOR FILING

102-1009

February 25, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of February 17, 1942, we advise that contract No. 2422, with W. L. O'Neil & Son, was completed on October 15, 1941, but has not as yet been accepted by the State Highway Commission. $48,167.98 has been paid the contractor to date.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

February 17, 1942

State of Oregon Highway Commission
Salem, Oregon

Gentlemen:

Re: State of Oregon Contract 2422
M. L. O'Neil & Son, Contractor

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

FJH:GC
Encl.

R.H. Baldock

102-1609

RECEIVED
MAR 3 1942
FOR FILING

F[illegible]uary 20th, 1942

FINAL COST ANALYSIS
Plunkett Creek-Read Creek
Kings Valley Secondary Highway

Contract No. 2422
M. L. O'Neil & Son, Contractor

Prefix 102-1609
R. A. Furrow, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,278.37	All	All	$1,278.37	$1,800.00	$1,800.00
Struct. Excav., Unclass.	797.95	643.51	Cu. Yd.	1.24	1.00	643.51
Trench " "	312.39	264.74	" "	1.18	1.00	264.74
General " "	6,960.79	56,135.4	" "	0.12	0.20	11,227.08
Short Overhaul	961.42	96,142	Yd. Sta.	0.01	0.01	961.42
Long "	117.81	392.7	C-Yd. Sta.	0.30	0.30	117.81
Rounding Cutbanks	498.28	7,437	Lin. Ft.	0.07	0.06	446.22
Finishing Roadbed & Slopes	612.02	2.84	Mile	215.50	200.00	568.00
Salvaging Surf. Mat'ls	574.56	1,512	Cu. Yd.	0.38	0.30	453.60
9" Perf. Corr. Metal Pipe	968.20	940	Lin. Ft.	1.03	1.25	1,175.00
12" Concrete Pipe	183.33	189	" "	0.97	1.20	226.80
18" " "	1,964.13	987	" "	1.99	2.05	2,023.35
24" " "	616.50	225	" "	2.74	2.85	726.75
30" " "	631.50	150	" "	4.21	4.25	637.50
36" " "	407.52	72	" "	5.66	5.70	410.40
Salvaging Culvert Pipe	19.20	30	" "	0.64	0.70	21.00
Rock Backfill in Drains	202.12	115.5	Cu. Yd.	1.75	2.00	231.00
6"-0 Material in Base	504.25	801.67	Ton	0.63	0.55	440.92
1"-0 Mat'l in Level. Course	5,924.02	5,201.07	"	1.14	1.27	6,605.36
Sprinkling	1,053.36	693	M-Gal.	1.52	1.25	866.25
3/4"-½" Cr. Mat'l in S.P.	876.98	745.1	Cu. Yd.	1.18	1.44	1,072.94
½"-¼" " " " "	581.79	494.3	" "	1.18	1.44	711.79
¼"-0 " " " "	706.20	600.0	" "	1.18	1.44	864.00

Plunkett Cr.-Read Cr. Final Cost Analysis.

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Preparation of Base	$142.00	2.84	Miles	$50.00	$100.00	$284.00
Furn. & Plac. Aggregate	2,333.31	1,152.25	Tons	2.03	2.10	2,419.73
" " " RT-4 Tar	1,144.20	62.19	"	18.40	16.00	995.04
" " " RT-8 "	1,941.95	104.97	"	18.50	18.50	1,941.95
Haul Adj. in Favor of Contractor	62.41	780.16	Yd. Mi.	0.08	0.08	62.41
PA #1, 4"-0 Mat'l in Base	13,889.28	13,973.81	Tons	0.99	0.75	10,480.36
PA #2, Min. Agg. in Place	615.60	304	"	2.03	2.60	790.40
PA #3, ¼"-0 Cr. Mat'l in S.P.	130.65	111	Cu. Yd.	1.18	1.44	159.84
Force Account	28.54				28.54	28.54
	$47,040.63					$49,657.71

Gross Revenue	$49,657.71
Total Cost	47,040.63
Net Profit	$2,617.08

Net Profit Equals 5.3% of Gross Revenue

Plunkett Cr.-Read Cr.

Detail of Cost

Labor:

Supervision	$1,383.63	
Labor	13,971.69	
State Industrial Accident Insurance	590.02	
Social Security & Unemployment Insurance	767.77	
		$16,713.11

Materials:

9" Perf. Corr. Metal Pipe	940	lin. ft.	at	$0.72	$676.80	
12" Concrete Pipe	189	" "	"	0.72	136.08	
18" " "	987	" "	"	1.59	1,569.33	
24" " "	225	" "	"	2.21	497.25	
30" " "	150	" "	"	3.28	492.00	
36" " "	72	" "	"	4.50	324.00	
RT-4 Tar	62.19	tons	"	10.00	621.90	
						4,317.36

Equipment Rental & Misc. Supplies:

Equipment Rental	$12,070.15	
Gasoline, Oil and Grease	4,429.75	
Tools & Miscellaneous Supplies	1,241.47	
Cartage	312.53	
Explosives	1,992.71	
Lumber	103.50	
Bond	496.58	
Office and Overhead	1,489.74	
		22,136.43

Work Hired Done:

O. C. Yocom - Placing RT-4 Tar	$522.30	
J. C. Compton - Furnish & Place RT-8 Tar	1,941.95	
" " " - Placing Mineral Aggregate	1,267.48	
" " " - Preparation of Base	142.00	
		3,873.73
Total		$47,040.63

Plunkett Cr.-Read Cr.

Breakdown of Costs

Crushing:

	Total Cost	Quantity	Unit Cost in Trucks	Unit Cost in Bunkers
Move In & Set Up	$798.84	23,946.80 Tons	$0.034	$0.034
Drill & Shoot	4,839.48	" "	0.202	0.202
Load in Quarry	3,243.57	" "	0.135	0.135
Haul to Crusher	1,651.03	23,145.13 "		0.071
Crush	7,448.11	" "	———	0.322
Totals	$17,981.03		$0.371	$0.764

Other:

	Total Cost	Quantity	Unit Cost
Hauling	$3,947.88	50,288 Ton Mi.	$0.079
Street Work (Base)	1,478.02	14,775 Tons	0.100
" " (Level Course)	1,129.62	5,201 Tons	0.217

Plunkett Cr.-Read Cr.

Remarks:

This contract, a "State Project", was bid January 21st, 1941, and awarded January 27th, 1941. The contract called for the grading, surfacing and oiling of 2.84 miles. The contractor began working on April 1st, 1941, and completed the project October 14th, 1941.

All of the grading work was accomplished with two D-8 caterpillars, one bulldozer and two 13 cu. yd. LeTourneaus. A No. 12 caterpillar motor patrol and one LeTourneau unit did the finishing. The weather delayed the grading work somewhat, but when it was possible to work excellent progress was made due to good haul distribution and easily excavated material. A small amount of material had to be shot before excavating, but it was so small that it did not materially change the cost of excavation. A minimum of equipment and labor was employed on the grading work, and this along with very efficient supervision caused the grading to show a nice profit.

The rock items as a whole resulted in a loss to the contractor. The main reason for the loss being the primary crusher which was too small to accommodate the quarry run material. A 14-inch jaw was used for the primary crusher, and an average of three men with sledge hammers was used to break the quarry run rock into sizes the primary crusher could handle. If a 24-inch primary crusher had been used instead of the 14-inch, the three men could have been eliminated, and production would have been speeded up considerably; as it was the average hourly production was 45.5 tons or 37.5 cu. yds. per hour, on base rock, and 35 tons or 28 cu. yds. per hour, on the 1" - 0 leveling course.

O. C. Yocom was hired to do the heating and spreading of the RT-4 tar, and J. C. Compton was hired to lay the oiled mat.

The contract as a whole resulted in a nice profit for the contractor, and had the crushing been done with equipment suitable for the large quarry run material, the profit would have been greatly increased.

E. H. Clymer
Cost Analyst

By . . A. C. Vincent

R

RECEIVED
JAN 2 3 1942
FOR FILING

102-1009

January 22, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. L. O'Neil & Son, on contract No. 2422 covering 2.84 miles grading, surfacing and oiling on the Plunkett Creek-Reed Creek Section of the Kings Valley Secondary Highway, in Benton County. This payment, in the amount of $2,873.92, will be made on or after February 2, 1942. The retained percentage is $1,489.73.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. . DeSart

R 2422

RECEIVED
OCT 31 1941
FOR FILING

102-1009

October 30, 1941

Mr. Martin Petersen
Florence, Oregon

Dear Sir:

I wish to thank you for your letter of October 28 in which you withdrew your claim against M. L. O'Neil & Sons.

Our records are being corrected accordingly and we are passing the information on to M. L. O'Neil & Sons and to the surety on their bond.

Very truly yours,

HBG:AM Secretary

[illegible]
record on card

October 30, 1941

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

Attached hereto, for your information, is a copy of a letter which the State Highway Commission has received from Martin Petersen in connection with his claim against M. L. O'Neil & Son on contract No. 2422.

Very truly yours,

HDG:AM

Secretary

MARTIN PETERSEN
CONTRACTOR
BULLDOZING - SHOVELING - TRUCKING

Phone 18F14 **FLORENCE, OREG.**

Oct.28 1941

Oregon State Highway Commission.
Salem, Oregon.

Dear Sir:

In reply to your letter of Oct.20, will say I am withdrawing my claim, against M.L.O'neil and sons.

Very truly yours,

Martin Petersen

2305
2409
2442
2433

October 20, 1941

Mr. Martin Petersen
Florence, Oregon

Dear Sir:

I have just received your letter of October 16, stating that you have received nearly all of the moneys owing to you by N. L. O'Neil and Son.

I take it from your letter that in view of the fact that the account is nearly satisfied, that you do not wish to make a formal filing of your claim, so we are considering that you are withdrawing your claim altogether. We are making note of such effect in our records.

Please advise me if I am correct; also, we will appreciate it if you will sign your letter rather than simply type your name.

Very truly yours,

Secretary

HBG/mm

NOTED
D. C. DeSart

RECEIVED
OCT 20 1941

MARTIN PETERSEN
CONTRACTOR
BULLDOZING - SHOVELING - TRUCKING

Phone 18F14 **FLORENCE, OREG.**

Oct. 16 1941

Oregon State Highway Comm.
Salem, Oregon.

Dear Sir:

Your letter of the 14th. received. Mr. M.L. O'Neil and Son have payed nearly all they owe me , or just as close as they could until they get the finals on the job.

Very truly yours.
Martin Petersen.

NOTED
H. B. GLAISYER

ACKNOWLEDGED
H. B. GLAISYER

October 14, 1941

Honorable Earl Snell
Secretary of State
Capitol

Dear Mr. Snell:

This acknowledges your letter of October 11, enclosing copy of a telegram from Martin Peterson, requesting that action on his claim against M. L. O'Neil and Son, state highway contractors in connection with contract No. 2422, be stopped.

I wish to thank you for this information.

Very truly yours,

Secretary

EBG/mm

REFERRED TO
[illegible]
BY SECRETARY

Note -
Watch for reply

October 14, 1941

Mr. Martin Peterson
Florence, Oregon

Dear Sir:

The Honorable Earl Snell, Secretary of State, has forwarded to this office a copy of your telegram dated October 11, 1941, in which you asked that action on your claim against M. L. O'Neil and Son be stopped.

I presume that you mean by this notice that your claim has been satisfied. Will you kindly advise us that we can complete our records on the subject.

Very truly yours,

Secretary

HBG/mm

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 14 1941
STATE HIGHWAY COMMISSION

October 11, 1941

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

in accordance with our telephone conversation of this morning, there is enclosed a copy of the telegram from Martin Peterson requesting that action against M. L. O'neil and Son, contractors, in connection with contract number 2422, be stopped.

Very truly yours,

Earl Snell
Secretary of State

S:FL

Enc.

NOTE TO [illegible]
DATE 10/14

ACKNOWLEDGED
H B GLAISYER

COPY

WESTERN
UNION

PRH64 18-CUSHMAN ORE 11 105A

1941 OCT 11 AM 10 35

EARL SNELL

CONFIRMING TELEPHONE CONVERSATION OCTOBER 11TH 1941 STOP ACTION AGAINST M L ONEIL AND SON CONTRACTORS JOB NUMBER 2422

MARTIN PETERSON

11 1941 2422.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 11 1941
OREGON
STATE HIGHWAY COMMISSION

October 10, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Martin Petersen for $3000.00 against the bond taken from M. L. O'Neil & Son, principal, and Great American Indemnity Company, surety, for work on the Plunkett Creek and Dead Creek section of the King's Valley secondary highway, which was received the filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

:FM
cc. B

REFERRED TO [illegible]
BY SECRETARY

keep this for additional information
from [illegible] - He may
wish to withdraw the notice
[illegible]

COPY

MARTIN PETERSEN
Contractor

Bulldozing - Shoveling - Trucking

Phone 18F14 **Florence, Oreg.**

October 10th. / 1941

STATE OF OREGON.

Notice is hereby given that the undersigned MARTIN PETERSEN, of Florence, Lane County, Oregon, has a claim for hire of Steam Shovel and dump trucks, based on yardage produced in the sum of Approximately Three Thousand Dollars, ($3,000.00) "exact amount to be determined when supervisesing Engineer has completed measurements of this materials," against the Bond taken, and furnished by the Great American Indemnity Company, Failing Building, Portland, Oregon in favor of M. L. O'Neil & Son, of Mitchell, Oregon.

The above referred to bond covers Contract No. 2422 for gradeing, surfaceing and oiling the Plunkett Creek and Lead Creek Section of the King's Valley secondary highway.

Signed. Martin Petersen

Endorsed: File No. 3002
Filed October 10, 1941
EARL SNELL

R

Form E-1-6M-4-41

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 18, 1941

Section Plunkett Creek-Read Creek

Kind of work Grading, Surfacing & Oiling

Highway Kings Valley

Section prefix 102-1009

Contractor M.L. O'Neil & Son.

Contract number 2422

Date of contract January 27, 1941

Date of completion August 31, 1941

Date work started April 1, 1941

Estimated date of completion October 18, 1941

Amount of contract $46,717.30

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering $52,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $3,200, 6.85 %

Date project was completed October 18, 1941.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All oiling including main lift, 1st and 2nd seals was done on first three days of this week. Surface was "maintained" the remainder of the week which completed the job.

NOTED
RAY WEBBER

RECEIVED
OCT 20 1941
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
H. D. SMITH

OCT 20 1941

NOTED
[illegible]

NOTED
H. D. SMITH

NOTED
VAN SCOY

Signed R.H. Lurrow

Address Albany.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.84	2.84		2.84	
Miles partially completed					
Miles completed	all	all		all	
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				12	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	14					2	16
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	6						6
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., Distributers 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair		
Tuesday	"		
Wednesday	"		
Thursday	lt. shower		
Friday	fair		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
[illegible] 2 1941
FOR FILING

102-1009

January 27, 1941

N. L. O'Neil & Son
Route 1
Eugene, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 2.84 miles grading, surfacing and oiling on the Plunkett Creek-Read Creek Section of the Kings Valley Secondary Highway, in Benton County. This award was based on your bid of $46,717.80, using tar, submitted on January 21, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS
cc - S. H. Probert
O. S. Paxson

Tel confirmed

M.

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON, JANUARY 27, 1941

M. L. O'NEIL & SON
ROUTE 1
EUGENE, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR PLUNKETT CREEK-READ CREEK SECTION OF KINGS VALLEY SECONDARY HIGHWAY BENTON COUNTY BASED ON YOUR LOW BID SUBMITTED ON JANUARY 21, 1941. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

By

RS Secretary

RECEIVED
FEB 13 1941
FOR [illegible]

153-1029

February 12, 1941

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2422 which was awarded to you on January 27, 1941, by the State Highway Commission, covering the Plunkett Creek-Read Creek Section of the Kings Valley Secondary, in Benton County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED

102-1029

February 12, 1941

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2422 which was awarded to M. L. O'Neil & Son by the State Highway Commission on January 27, 1941, covering the Plunkett Creek-Reed Creek Section of the Kings Valley Secondary Highway in Benton County.

Inasmuch as you are surety for the contractors on this job we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

102-1009

January 28, 1941

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2422, which was awarded to you by the State Highway Commission on January 27, 1941, for grading, surfacing and oiling on the Plunket Creek-Read Creek Section of the Kings Valley Secondary in Benton County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

9

RECEIVED
JAN 2
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1941

Subject: Plunkett Creek-Wren Section
of the King's Valley Highway

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

This is to advise you that we now have completed all right of way negotiations on the Plunkett Creek-Wren Section of the King's Valley Highway, so that from a right of way standpoint the award of the contract is proper.

Yours very truly,

J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. S. H. Probert
Mr. H. G. Smith
Mr. F. D. Eason

NOTED
State Highway Engineer

REFERRED
By Asst. State Highway Engineer

CONTRACT# [redacted]

CONTRACT# [redacted] 2423

10-4205 Bear Creek-Coos Junc. Rock Prod.
Coos Bay-Roseburg Highway 1941

#2423

RECEIVED
SEP 21 1942
FOR FIL

1B-4205

September 21, 1942

United States Fidelity & Guaranty Company
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to A. S. Wallace on contract No. 2423, for furnishing crushed rock in stock piles on the Bear Creek-Coos Junction Section of the Coos Bay-Roseburg Highway, in Douglas County. This payment will be made on or after October 1, 1942.

The total amount paid the contractor in connection with this contract will be $22,237.42, including the post-final payment of $482.55. No force account work was performed in connection with this contract.

Very truly yours,

AM

Secretary

cc: E. P. [illegible]

RECEIVED
APR 29 1942
FOR FILING

10-4205

Salem
April 29, 1942

Mr. H. G. Smith

I am handing you herewith a copy of an agreement between the State Highway Commission and A. S. Wallace covering the matter of reimbursement for royalty paid on gravel taken from the Moore Bar for use in connection with Contract No. 2423, Bear Creek-Coos Junction Section of the Coos Bay-Roseburg Highway, in Douglas County.

R. H. Baldock

JM:CA

cc: S. H. Probert

RECEIVED
APR 28 1942
FOR FILING

10-4205

SALEM
April 28, 1942

Agreement with A. S. Wallace on
contract No. 2423

Mr. C. B. McCullough

I hand you herewith two copies of an agreement between the State Highway Commission and A. S. Wallace covering the matter of reimbursing Mr. Wallace for royalty paid for gravel taken from Moore Bar for use in connection with state highway contract No. 2423, involving the production of maintenance materials for the Bear Creek-Coos Junction Section of the Coos Bay-Roseburg Highway, in Douglas County.

These are for further handling by you. I have retained the original for the Commission's records and have sent Mr. Wallace one fully executed copy.

The original and duplicate were both signed by Mr. Cabell and Mr. Oliver. However, Mr. Oliver failed to sign one of the attached copies and Mr. Cabell failed to sign the other so I have printed their names in the space provided for their signatures.

HBG:AM

Secretary

April 28, 1942

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

I am handing you herewith two signed agreements between yourself and the State Highway Commission, pertaining to your contracts with the State Highway Commission for the production of maintenance materials for the Bear Creek-Camp Junction Section of the Coos Bay-Roseburg Highway and for the Dean Creek-Parker Creek Section of the Umpqua Highway, both in Douglas County.

Both of the agreements cover the matter of reimbursing you for royalty paid on gravel for use in connection with these jobs.

Very truly yours,

HBG:AB

Secretary

RECEIVED
MAY 7 1942
FOR FILING

10-4205

April 28, 1942

Mr. A. S. Wallace
Roseburg, Oregon

#2423

Dear Sir:

I am handing you herewith two signed agreements between yourself and the State Highway Commission, pertaining to your contracts with the State Highway Commission for the production of maintenance materials for the Bear Creek-Coos Junction Section of the Coos Bay-Roseburg Highway and for the Dean Creek-Parker Creek Section of the Umpqua Highway, both in Douglas County.

Both of the agreements cover the matter of reimbursing you for royalty paid on gravel for use in connection with these jobs.

Very truly yours,

HBG:AB

Secretary

Agreement filed in contract #2423

(2 copies of each agreement sent to Mr McCullough)

NOTED
D.G. DeSart

ORM [illegible] 10-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Ore.
April 16, 1942.

Subject: Agreements

To:

Mr. H. B. Glaisyer,
Secretary,
Office.

Dear Sir:

Herewith original and three copies each of two agreements executed by A . S. Wallace, covering his claim for additional compensation on his contracts #2423 and 2460.

Will you please secure the Commission's approval.

Yours very truly,

H. G. SMITH,
Construction Engineer

By Chas E Low

Chas. E. Low,
Construction Office Engineer.

REFERRED TO
Mr. Baldock
BY SECRETARY

to sign if OK

CEL/H

R.H. Baldock

10-4205

RECEIVED
FEB 19 1942
FOR FILING

February 9th, 1942

NOTED
State Highway Engineer

FINAL COST ANALYSIS
Bear Creek-Coos Junction Rock Production
Coos Bay-Roseburg Highway in Douglas County

Contract No. 2423
A. S. Wallace, Contractor

Prefix 10-4205
E. E. Umphlette, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Gravel in S.P.	$5,958.58	4,807.2 cu. yd.	$1.24	$1.60	$7,691.52
½"-¼" " " " "	5,996.51	4,837.8 " "	1.24	1.60	7,740.48
¼"-0 " " " "	1,859.27	1,500.0 " "	1.24	1.60	2,400.00
PA #1, 3/4"-½" Cr. Gravel in Stockpile	556.29	950.1 " "	0.585	0.95	902.60
PA #1, ½"-¼" Cr. Gravel in Stockpile	861.04	1,470.6 " "	0.585	0.95	1,397.07
PA #1, ¼"-0 Cr. Gravel in Stockpile	585.50	1,000.0 " "	0.585	0.95	950.00
Purchase Screen Rejections	379.78	1,519.1 " "	0.25	0.25	379.78
Hauling " "	298.31	3,728.9 yd. mi.	0.08	0.08	298.31
Haul Adjustment - Favor of State		- 78.0 " "		0.07	- 5.46
	$16,495.28				$21,754.30

Gross Revenue	$21,754.30
Total Cost	16,495.28
Net Profit	$5,259.02

Net Profit Equals 24.17% of Gross Revenue

Contract No. 2423

Details of Cost

Labor:		
Supervision	$224.00	
Labor	4,441.96	
State Industrial Accident	303.29	
Unemployment Compensation	139.98	
Old Age Benefit	46.66	
		$5,155.89
Miscellaneous:		
Equipment Rental (Including Repairs)	$6,010.51	
Gas, Oil & Grease	2,752.30	
Move In & Set Up	750.00	
Misc. Expense & Small Tools	711.14	
Overhead Expense	188.10	
Home Office Expense	200.00	
Bond	217.54	
Royalty on Bar Gravel - 14,565.7 cu. yd. at $0.035	509.80	
		11,339.39
Total Cost		$16,495.28

Contract No. 2423

Analysis of Crushing Costs

	Total Cost	Contract		Price Agreement	
		Quantity	Unit Price	Quantity	Unit Cost
Move In & Set Up	$1,442.34	11,145 cu. yd.	$0.0990	3,420.7 cu. yd.	$0.0990
Load Bar Material	1,027.55	" " "	0.0705	" " "	0.0705
Haul " "	1,357.82	" " "	0.0932	" " "	0.0932
Crushing Operation	3,178.13	" " "	0.2183	" " "	0.2183
Stockpiling	495.03	" " "	0.0340	" " "	0.0340
Royalty	509.80	" " "	0.0350	" " "	0.0350
	$8,010.67	11,145 cu. yd.	$0.5500	3,420.7 cu. yd.	$0.5500
Haul to Stockpile	7,806.52	11,145 cu. yd.	0.6895	3,420.7 cu. yd.	0.0355
	$15,817.19	11,145 cu. yd.	$1.2395	3,420.7 cu. yd.	$0.5855
Screen Rejections	379.78				
Haul Screen Reject.	298.31				
	$16,495.28				

The contractor moved in a distance of forty miles and started setting up on June 18th, and by June 30th, started to produce crushed gravel. Two sites, the Bushnell Bar and the Olalla Bar on Olalla Creek, were specified, but the contractor believed these sites offered insufficient material for economical operation and elected to take material from the Herscher Bar located 0.8 mile west of Dillard and 2 miles south of the Roseburg-Coos Bay Highway opposite and connected by road to mile post 59.9. Bar material was loaded by a 3/4-yard shovel into two 4-yard trucks and hauled to the plant which consisted of a 20" x 36" jaw, a 3' gyratory and a 30" x 18" rolls crusher, a 3½' x 12' and a 3½' x 16' double deck screen, 35 feet of bucket elevator and 320 feet of 30-inch conveyor belt. The plant was powered by a 200 h.p. Atlas diesel motor. A small pump and pipe line furnished water for washing from the adjacent South Umpqua River. In addition to the specified quantity of 10,000 cu. yd. of crushed gravel, a price agreement was signed to furnish 3,000 cu. yd. of crushed gravel for maintenance material to be placed in stockpile at a site in Dillard on the Pacific Highway. The plant operated 263 hours, from July 1st to July 22nd, to produce 14,565 cu. yd. of crushed gravel at an average rate of 55½ cu. yd. per hour. The choice of the Herscher Bar increased the length of haul by about 44,000 yard miles, but the high rate of rock production would appear to have justified the additional cost of haul.

Contract No. 2423

Remarks:

This was a "State Project" and consisted of furnishing 14,570 cu. yd. of crushed gravel in stockpiles. The contract was bid and awarded January 21st, 1941. Work was started June 18th, and completed July 22nd, 1941.

The job was done in a most efficient manner under favorable conditions and competent supervision, and a considerable profit was earned by the contractor.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

R

RECEIVED
OCT 25 1941
FOR FILING

10 - 4205

October 24, 1941

United States Fidelity & Guaranty Co.
Raymond G. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2423 for work on the Bear Creek-Coos Junction Section of the Coos Bay-Roseburg Highway, in Douglas County, has been completed by the contractor, A. S. Wallace, and that final settlement will be made on or after November 3, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $21,754.87, including final payment, and that no force account work was performed therein. This contract was completed on July 22, 1941, and accepted by the Commission September 5, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. C. DeSart

R

RECEIVED
SEP 15 1941
FOR FILING

10-4205

September 15, 1941

United States Fidelity & Guaranty Co.
Raymond C. Weiss
Bedell Building.
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. S. Wallace, Roseburg, on Contract No. 2423, Bear Creek-Coos Junction Section of the Coos Bay-Roseburg Highway in Douglas County. This payment in the amount of $5,734.30, will be made on or after September 25, 1941. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly,

CA

Secretary

NOTED
D. DeSart

R

Form E-1—6M—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 30, 1941., 19

Section Bear Creek - Coos Junction

Kind of work Rock Production.

Highway Coos Bay - Roseburg

Section prefix 10 - 4205

Contractor A.S.Wallace

Contract number 2423

Date of contract Jan. 27, 1941., 19

Date of completion July 31, 1941., 19

Date work started June 18, 1941., 19

Estimated date of completion ...., 19

Amount of contract $18,850.00

Per cent of time elapsed 100. %

Estimated cost of completed project, exclusive of engineering $18,850.00

Per cent of contract completed, based on total contract price 100. %

Engineering cost to date, $ 680., 3.6 %

Date project was completed July 22, 1941., 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Computations of quanities were completed this week.

Semi - final estimate will be submitted on Tuesday or Wednesday of next week.

RECEIVED
SEP 2 1941
[illegible]

Signed E L Hill Res. Eng.

Address Roseburg, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			Stockpiles		
Miles partially completed					
Miles completed					
Total estimated quantities			14,000.		
Estimated quantities moved or placed to date			14,000.		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Showers		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	Clear		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
JUN 2 1941
FOR FILING

10-4205

January 27, 1941

Mr. A. E. Wallace
1240 Harrison Street
Roseburg, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Bear Creek-Coos Junction Rock Production Project on the Coos Bay-Roseburg Highway, in Douglas County. This award was based on your bid of $16,000.00, submitted on January 21, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS
cc - S. H. Probert
G. S. Paxson

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☐	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
NIGHT LETTER	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON, JANUARY 27, 1941

A. S. WALLACE
1249 Harrison Street
Roseburg, Oregon

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR BEAR CREEK-COOS JUNCTION ROCK PRODUCTION PROJECT ON COOS BAY-ROSEBURG HIGHWAY, DOUGLAS COUNTY, BASED ON YOUR LOW BID SUBMITTED ON JANUARY 21, 1941. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

Files

OREGON STATE HIGHWAY COMMISSION

By

MS

Secretary

RECEIVED
FEB 1

10-4215

February 12, 1941

U. S. Fidelity & Guaranty Co.
Raymond C. Weiss
Bedell Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2423 which was awarded to A. S. Wallace by the State Highway Commission on January 27, 1941, covering the Bear Creek-Coos Junction Rock Production Project in Douglas County.

Inasmuch as you are surety for the contractor on this job we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

DS

Secretary

RECEIVED

10-4205

February 12, 1941

Mr. A. S. Wallace
1249 Harrison Street
Roseburg, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2423 which was awarded to you on January 27, 1941, by the State Highway Commission covering the Bear Creek-Coos Junction Section of the Coos Bay-Roseburg Highway in Douglas County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

9

10-4205

January 28, 1941

Mr. A. S. Wallace
1249 Harrison Street
Roseburg, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2423 which was awarded to you by the State Highway Commission on January 27, 1941, covering the Bear Creek-Coos Junction Rock Production Project on the Coos Bay-Roseburg Highway in Douglas County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

a

FORM E-30 REVISED 25M 5-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

10 - 4205

Salem, Oregon
January 25, 1941

Subject: Bear Creek-Coos Junction project

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

This is to advise you that we now have received options on all of the three gravel pits on the Bear Creek-Coos Junction project on the Coos Bay-Roseburg Highway, on account of which the award of the contract has been held up.

From a right of way standpoint it is now satisfactory to make the award of this contract.

Yours very truly,

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. S. H. Probert
Mr. H. G. Smith

Award contract

Wallace

CONTRACT #2424

FAS 61-C-1 Ochoco Creek Sec., Madras- 1940
Prineville Secon. Hwy.

#2424

RECEIVED
APR 10 1942
FOR FILING

FRS 61-C-1

April 9, 1942

Mr. Donald M. Graham
Prineville, Oregon

Dear Sir:

In accordance with your letter of April 8 requesting the date of completion and acceptance of contract No. 2424, with Norris Brothers, for grading and bridges on the Ochoco Creek Section of the Madras-Prineville Secondary Highway, and contract No. 2436, for grading and topping the Lytle Creek-Ochoco Creek Section of the Madras-Prineville Secondary Highway, for use in prosecuting the claims of Paul E. Bonelli against these contractors, I advise that contract No. 2424 was completed October 10, 1941, and accepted by the Commission December 18, 1941, and that contract No. 2436 was completed September 20, 1941, and accepted October 17, 1941.

Very truly yours,

Secretary

[illegible]

NOTED
D. G. DeSart

DONALD M. GRAHAM
LAWYER
PRINEVILLE, OREGON

April 8, 1942

State Highway Commission
Salem, Oregon

Gentlemen:

Referring to contract #2424 made with the Highway Commission by Norris Brothers for grading and bridge construction on the Ochoco Creek Section of Madras-Prineville secondary highway, and also to Burke Brothers' contract #2436 for grading and topping the Lytle Crook-Ochoco Crook Section of Madras-Prineville secondary highway, will you please advise me when the same was completed with an acceptance of work by an affirmative action of the State of Oregon.

I am asking this information in connection with the claims filed with your commission by Paul E. Bonelli for work, labor and services performed on same.

Very truly,

Donald M. Graham

DMG:mb

REFERRED TO De Sart
BY SECRETARY
prepare reply

APR - [illegible]2

RECEIVED
MAR 26 1942
FOR FILING

[illegible]-C-1

March 25, 1942

United Pacific Insurance Co.
Jo Streyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have been notified by the Prineville Sand and Gravel Company that its claim, in the amount of $297.84, against Morris Brothers and yourselves for material furnished on contract No. 2424, has been paid in full.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

DeSart

March 25, 1942

Prineville Sand & Gravel Company
Prineville, Oregon

Attention: Arthur A. Hardesty

Gentlemen:

Thank you for your note of March 17 on the bottom of our letter of March 16, advising us that your claim, in the amount of $125.80, for material furnished on Berke Brothers' contract No. 2436 and, also, your claim, in the amount of $207.84, for material furnished Norris Brothers on contract No. 2424, have been paid in full.

Your claims have been filed with Mr. Earl Snell, Secretary of State; however, this notice will terminate any action that you have started for the collection of these claims.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

RECEIVED
MAR 20 1942
FOR FILING

FAS 61-C-1

March 18, 1942

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim, in the amount of $207.84, filed in the office of the Secretary of State by the Prineville Sand & Gravel Company against the bond taken from Morris Brothers in connection with state highway contract No. 2424, Ochoco Creek Section of the Madras-Prineville Secondary Highway, in Crook County.

This is forwarded to you inasmuch as you appear surety on the bond furnished by Morris Brothers in connection with this job.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Morris Brothers
303 Hoge Bldg.
Seattle, Washington

March 18, 1942

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of March 17, 1942, with copies inclosed of claims filed by the Prineville Sand & Gravel Company against Berke Brothers' contract, No. 2436, and against Norris Brothers' contract, No. 2424.

In accordance with our usual practice, we are today forwarding copies of the claims to the bonding companies and the contractors.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 17, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

Referring to your letter of March 16th, I am enclosing three copies each of two notices of claim by Prineville Sand & Gravel Company as follows:

Notice of claim for $125.80 against the bond taken from Berke Bros., principal, and Great American Indemnity Company, for work on contract No. 2436;

Notice for $207.84 against the bond taken from Guy Norris, principal, and United Pacific Insurance Co. surety, for work on contract No. 2424.

Please acknowledge receipt of the copies in order that our files may be complete.

Very truly yours,

Earl Snell
Secretary of State

S:FM
enc. 6

[illegible]

COPY

PRINEVILLE SAND & GRAVEL CO.

Crushed, screened and washed gravel

Prineville, Oregon

March 11, 1942.

Secretary of State,

Salem, Oregon.

State of Oregon in Crook County:

Notice hereby is given that the Prineville Sand & Gravel Company, has a claim for furnishing gravel for construction of concrete bridges and concrete lining in irrigation ditch, in the sum of $207.84, against the bond taken from the United Pacific Insurance Company, for the work done by Guy Morris, contract No. 2424, on the Lytle Creek, Ochoco Creek section of the Madras Prineville Secondary Highway.

Prineville Sand & Gravel Co.
Arthur A. Hardesty

Endorsed: File No. 3045
Filed March 17, 1942
EARL SNELL,
Secretary of State

RECEIVED
MAR 1 8 1942
FOR FILING

FAS 61-C-1

March 16, 1942

Prineville Sand & Gravel Company
Prineville, Oregon

Gentlemen:

This acknowledges receipt of your letters of March 11, 1942, addressed to H. B. Glaisyer, Secretary of State, advising of your claims against Berke Brothers, in connection with contract No. 2436, and Norris Brothers, in connection with contract No. 2424.

We believe you mean to file these claims in the office of the Secretary of State, in accordance with Chapter 517, Oregon Laws, 1939. We are, therefore, forwarding them to Mr. Earl Snell, Secretary of State.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH/mm

REFERRED TO
BY SECRETARY

NOTED

March 16, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

Attached hereto is a claim, in the amount of $125.80, filed by the Prineville Sand & Gravel Company, against the bond taken from Berke Brothers in connection with contract No. 2436; also, a claim, in the amount of $207.84, filed by the Prineville Sand & Gravel Company against the bond taken from Norris Brothers in connection with contract No. 2424. We believe that these claims are meant to be filed through your office against the bonds on contracts No. 2436 and 2424, in accordance with provisions of Chapter 517, Oregon Laws, 1939.

We have previously made note of these claims on our records and, when copies of the claims are received from your office, we will forward them to the bonding companies and the contractors, in accordance with our usual procedure.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AR/mm

RECEIVED
MAR 11 1942
FOR FILING

FAS 61-"-1

March 10, 1942

Prineville Sand & Gravel Company
Prineville, Oregon

Attention: Arthur A. Hardesty

Gentlemen:

Your letter of March 9, addressed to Secretary of State and H. R. Glaisyer, has been received at this office.

We note that the claims, which are against contracts No. 2424 and No. 2436, are not in proper form to be filed with the Secretary of State, Mr. Earl Snell.

In my previous letter we suggested that you submit your claims in the form used in Chapter 517, Oregon Laws 1939, a mimeographed copy of which was inclosed.

In our previous letter we also gave you the respective bonding companies and descriptions of the contracts.

For your convenience we are inclosing another mimeographed copy of this law and have bracketed in red pencil the paragraph setting out the form of affidavit to be used for filing claims with the Secretary of State. You should submit a separate affidavit against each contract.

We would suggest that you file these claims with the Secretary of State at the earliest time possible as the six-months period mentioned in the law will expire April 17, 1942, on contract No. 2436.

Very truly yours,

Secretary

HRG
DD:amt

Phone 24-J

A. A. HARDESTY

PRINEVILLE SAND & GRAVEL CO.
Crushed, Screened and Washed Gravel
PRINEVILLE, OREGON

March 9, 1942.

Secretary of State,
H. B. Glaisyer,
Salem, Oregon.

Dear Sir:-

Writing you in regards of filing against Guy Norris Job, No. 2424, also Berke Bros. Job, No. 2436, Madras-Prineville Secondary Highway, for material furnished them. Berke Bros. amounts to $125.80 and Guy Norris amounts to $207.84. Both jobs was charged to Guy Norris, as he had charge of the work.

Very truly yours,
Prineville Sand + Gravel Co.
Arthur A. Hardesty.

2-15-42

e amount
and Gravel,
n from
de for
k Section
k County.

RECEIVED
MAR 9 1942
FOR FILING

[illegible]

March 7, 1942

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Bldg.
Portland, Oregon

Gentlemen:

This is to advise you that a claim, in the amount of $207.84, has been filed by the Prineville Sand and Gravel Company, Prineville, Oregon, against the bond taken from Norris Brothers in connection with contract No. 2424, for grading and bridge construction on the Ochoco Creek Section of the Madras-Prineville Secondary Highway, in Crook County.

This information is given you inasmuch as you appear surety on the bond furnished by Norris Brothers in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

cc - Norris Brothers
303 Hoge Bldg.
Seattle, Washington

RECEIVED
MAR 9 1942
FOR FILING

March 7, 1942

Prineville Sand & Gravel Co.
Prineville, Oregon

Attention: Arthur A. Hardesty

Gentlemen:

This acknowledges receipt of your letter of March 4, 1942, relative to your claims against Berke Brothers, in connection with contract No. 2436, and against Norris Brothers, in connection with contract No. 2424.

We are today notifying the bonding companies and the contractors that the claims have been filed. We presume that you have filed your claims against these contracts through the office of the Secretary of State, as suggested in our previous letter to you.

The material used in placing concrete lining in the irrigation ditches on these two jobs is covered by the bonds on the respective contracts and need not be separated from material used on the regular road work.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. DeSart

A. A. HARDESTY

PRINEVILLE SAND & GRAVEL CO.
Crushed, Screened and Washed Gravel
PRINEVILLE, OREGON

March 4, 1942.

Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

In regards to your letter of Feb. 10, 1942, have been unable to get the exact yardage furnished the Berke Brothers job, as the tickets were all charged to Guy Norris.

Mr. Paul Bonelli poured this concrete and estimated the yardage as 68 yds. on Berke Brothers job No. 2436, which amounts to $125.80. The material on Guy Norris contract No. 2424, amounts to $207.84.

Very truly yours,
Prineville Sand & Gravel Co.
Arthur A. Hardesty.

P.S. Please notify us, who is reponsible for the material put in the irrigating ditches, which goes along on both jobs, as some of this material went in the ditches.

RECEIVED
FEB 25 1942
FOR FILING

#18 61-C-1

February 24, 1942

United Pacific Insurance Company
Jo Streyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim, in the amount of $891.97, which has been filed in the office of the Secretary of State by Paul E. Bonalli against the bond taken from Morris Brothers in connection with state highway contract No. 2424, for construction of the Ochoco Creek Section of the Madras-Prineville Secondary Highway, in Crook County.

This information is given you inasmuch as you appear surety on the bond furnished by Morris Brothers in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Morris Brothers
303 Hoge Bldg.
Seattle, Washington

D. DeSart

February 24, 1942

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of February 20, inclosing three copies each of notices of claim filed in your office by Paul E. Benelli against Contract No. 2426 with Norris Brothers and against Contract No. 2436, with Borke Bros.

In accordance with our usual practice we are today notifying the bonding companies and the contractors that the claims have been filed.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AS
Secretary

NOTED
D. DeSart

To Oregon State Highway Commission

Salem, Oregon

Notice is hereby given that the undersigned, Paul E. Bonelli, has a claim for work, labor and services performed and material furnished all as more fully appears from an itemized statement thereof hereunto attached and made a part hereof, in the sum of $891.97 against the bond taken from Morris Brothers and United Pacific Insurance Company, their surety upon such work for such work labor and services performed and material furnished on their contract No. 2424 for grading and bridge construction on Ochoco Creek Section of the Madras-Prineville Secondary Highway.

Dated this 18th day of February, 1942

PAUL E. BONELLI

Paul E Bonelli

Prineville, Oregon

* *

STATEMENT
Estimate Sheet
PAUL E. BONELLI
For better homes
General building contracting
Prineville, Oregon

Morris Brothers-Contractors
303 Hoge Building
Seattle, Wash.

re: Prineville-Madras Highway Job
Job Morris Brothers

Date October 31, 1941

No. Pieces	Kind			Total
	Sheet No. 1 STATEMENT FOR LABOR PERCENTAGE			
TOOL SHED				
Labor for week end'g Feb. 21/41		14.80	14.80	
SYPHON				
Labor for week end'g March 21/41		17.85		
" " " " April 4/41		12.62	30.47	
CANAL WORK				
Labor for week end'g May 31/41		24.24		
" " " " June 7/41		379.12		
" " " " " 14/41		250.01	653.37	
MC-KAY CREEK BRIDGE				
Labor for week end'g April 18/41		3.60		
" " " " " 25/41		22.50		
" " " " May 2/41		11.40		
" " " " " 9/41		67.70		
" " " " " 23/41		12.50		
" " " " " 31/41		17.60		
" " " " June 7/41		45.79		
" " " " " 28/41		142.93		
" " " " July 19/41		97.65		
" " " " " 26/41		80.10		

Labor for week end'g Aug.	2/41	84.80		
" " " " "	16/41	32.69		
" " " " "	30/41	106.60		
" " " " Sept.	6/41	29.63	755.49	
OCHOCO CREEK BRIDGE				
Labor for week end'g June	21/41	82.63		
" " " " "	28/41	89.03		
" " " " July	5/41	173.75		
" " " " "	12/41	156.27		
" " " " "	19/41	73.40		
" " " " "	26/41	211.38		
" " " " Aug.	2/41	90.65		
" " " " "	9/41	192.33		
" " " " "	16/41	132.89		
" " " " "	23/41	157.23		
" " " " Sept.	6/41	10/65	1370.12	
Total labor on Norris Bro's Job (Paid by Norris Bro's)			$2824.25	
As stipulated, costs for supervision on basis of 10%				$282.43

Sheet No. 2

	Balance brought forward				282.43
	SIPHON				
1	3/4 HD Pick-up truck March 17/41	2 hrs.			
	" " " " " 18/41	1 "			
	" " " " " 30/41	1 "			
		4 "	@	.75	3.00
1	3½ Concrete mixer, 4 wheelbarrows shovels and misc. tools March 30/41	4 hrs.	@	1.50	6.00
	CANAL WORK				
1	3/4 T HD Pick-up truck May 28-2 hrs, 29-2 hr, June 2-4 hr, 3-1 hr, 4-2 hr, 5-2 hr, 6-1 hr, 7-1 hr, 9-2 hr, 10-2 hr, 13-2 hr.	21 hrs.	@	.75	15.75
	MoKAY CREEK BRIDGE				
1	3/4T HD Pick-up truck, April 20-1 hr, 26-1 hr, May 6-4 hr, 7-8 hr, 8-8 hr, 9-2 hr, 27-½ hr, June 7-2 hr, 23-1 hr, 24-3 hr, July 26-2 hr, 29-1 hr, 30-1 hr, Aug. 14-1 hr, 30-1 hr, 31-½ hr,	37 hrs.	@	.75	27.75
	OCHOCO BRIDGE				
1	3/4T HD Pick-up truck, June 19-2 hr, 20-1 hr, 21-1 hr, 25-2 hr, 26-3 hr, 27-4 hr, 30-8 hr, July 1-8 hr, 2-8 hr, 3-8 hr, 5-3½ hr, 7-8 hr, 8-5 hr, 14-4 hr, 21-½ hr, 22-1 hr, 23-1 hr, Aug. 2-1 hr, 4-1 hr, 5-2 hr, 6-1 hr, 21-1½ hr.	74½ hrs.	@	.75	55.88
	NORRIS BROS. - CANAL, MC KAY CREEK BRIDGE & OCHOCO CREEK BRIDGE JOBS June 3/41 to Aug. 28/41 inclusive				
1	1½" Jager pump with suction hoses and 6-20' pcs. 1½" pipe	2-18/30 months	@	$25.00 per mo.	63.27
1	7-S Jager concrete mixer	1 mo. 3 weeks	@	$75.00 per mo.	127.50
6	Wheelbarrows, 1 month and 3 weeks		@	$4.00 each per mo.	36.00
1	Wheelbarrow scales, 1 month and 3 weeks		@	$20.00 per month	34.00
8	Shovels, misc. cement tools, 54 days June 21/41 to Aug. 26/41 inclusive		@	50¢ per day	27.00
1	3 HP master vibrator with 12" core	1 and 17/30 months	@	$125.00 per month	195.89
		Total			874.47

Sheet No. 3

Balance brought forward			874.47
MC KAY BRIDGE			
Dollies, cables, blocks, chains, bars, ropes and miscellaneous tackle April 20-8 hrs, May 6-4 hrs, 7-8 hrs, 8-8 hrs. 9-8 hrs	4½ days	1.00	4.50
OCHOCO BRIDGE			
Dollies, cables, blocks, chains, bars, ropes and miscellaneous tackle June 18-19-20-21-23-25-26-27-30/41 July 1-2-3-5/41	13 days	1.00	13.00
Total			$891.97

Endorsed: File No. 3040
Filed February 20, 1942
EARL SNELL, Secretary of State

RECEIVED
FEB 21 1942
FOR FILING

7al 61-C-1

February 20, 1942

Berke Brothers
General Contractors
7923 Northeast Halsey St.
Portland, Oregon

Attention: Paul A. Lewis

Gentlemen:

I wish to acknowledge receipt of and thank you for your letter of February 19, 1942, regarding the claim against Berke Brothers for materials furnished to Morris Brothers on the Madras-Prineville Highway construction work. We are glad to have the information contained therein.

Very truly yours,

HBG:AM

Secretary

REFERRED TO
BY SECRETARY

NOTED
D. DeSart

7933 NORTHEAST HALSEY STREET

BERKE BROTHERS
GENERAL CONTRACTORS
PORTLAND, OREGON

[illegible] 1942
[illegible]

February 19, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir;

We received the carbon copy of your letter to the Great American Indemnity Company regarding a claim against Berke Brothers for material furnished to Norris Brothers on the construction of the Madras-Prineville Highway.

We find that Norris Brothers are very sound financially, and we believe that Norris Brothers are waiting for the final estimate before settling this account for materials. It is taking unusually long for the final estimate to arrive on this particular contract, and no doubt the party in question is becoming anxious.

We are writing to Norris Brothers regarding this incident, and we shall inform you as to what disposition has been made in this matter.

Yours very truly,
Berke Bros.
by Paul A. Lewis

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
FEB 18 1942
FOR FILING

FAS 61-C-1

February 17, 1942

Mr. Paul E. Bonelli
Prineville, Oregon

Dear Sir:

We acknowledge receipt of your letter of February 16, transmitting your affidavit of claim against Norris Bros. for labor and material furnished on their contract No. 2424 for grading and bridge construction on the Ochoco Creek Section of the Madras-Prineville Secondary Highway and, also, against Berke Brothers for material furnished their subcontractors, Norris Bros., on contract No. 2436 for grading and topping the Lytle Creek-Ochoco Creek Section of the Madras-Prineville Secondary Highway, this affidavit being submitted in support of a request for certified copies of the two above mentioned contracts.

We are mailing copies of the contractsunder separate cover and are returning herewith your check, in the amount of $5.00, which accompanied your affidavit, as there is no charge for this service.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. DeSart

February 17, 1942

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have been informed today by Paul E. Bonelli, Prineville, Oregon, that he has a claim against Norris Brothers, as principal, and yourself, as surety, for labor and material furnished on contract No. 2424 for grading and bridge construction on the Ochoco Creek Section of the Madras-Prineville Secondary Highway.

The amount of this claim was not stated in his affidavit.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm
cc - Norris Brothers
303 Hoge Building
Seattle, Washington

NOTED
D. DeSart

PAUL E. BONELLI
FOR BETTER HOMES
BUILDING AND CONTRACTING

PLANNING
ESTIMATING
MILL WORK
JOBBING

PRINEVILLE, OREGON

February 16, 1942

RECEIVED
FEB 17 1942
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission
Salem, Oregon

Dear Sir:

I am today transmitting to the State Highway Commission of the State of Oregon an Affidavit as required by Section 98101 O.C.L.A. in connection with certain work, labor and services which I rendered and performed for Norris Brothers and for Burke Brothers under their contracts with the State Highway Commission for certain work on the Ochoco section of the Warm Springs Highway, sometimes known as the Prineville-Madras section of said highway.

I am enclosing to you herewith my check in the amount of $5.00 to cover costs and if there is any additional amount kindly advise and I will be pleased to remit at once.

Very truly,

Paul E. Bonelli

2424

STATE OF OREGON:
County of Crook: ss

I, Paul E. Bonelli, being first duly sworn, say that I am now, and have been for several years last past, a resident and inhabitant of the County of Crook, State of Oregon; that heretofore and on or about the 22nd day of January, 1941, I made and entered into an agreement with the Norris Brothers, contractors, under the terms of which I did perform and render certain services for said Norris Brothers in connection with the Ochoco Creek Bridge, No. 2746, and McKay Creek Bridge, No. 2745, and a Syphon as per Standard Structure Sheet No. 2051, and other services and work in connection with the road between Madras, Oregon, and Prineville, Oregon; that I have not been paid for said services, and that I desire to obtain from the proper authority of the State of Oregon a certified copy of the contract and bond of said Norris Brothers covering said work.

That, further, in the year of 1941, pursuant to a contract with said Norris Brothers, who were sub-contractors under Burke Brothers, that is, O. E. Burke, E. R. Burke and W. A. Burke, I did render and perform certain work, labor and services in connection with a contract which said Burke Brothers had on the road above described, being contract No. 2436, for which I have not been paid; that I desire to have a copy of their contract and bond so that I can prepare the proper statements to the Secretary of State of the State of Oregon, and for such other purposes as may be necessary.

Dated this 16th day of February, 1942.

Paul E. Bonelli

Subscribed and sworn to before me this 16th day of February, 1942.

Notary Public for Oregon
My comm. exp. 9/26/43

RECEIVED
FEB 13 1942
FOR FILING

FPS 41-C-1

February 10, 1942

REFERRED TO De Sart BY SECRETARY

Prineville Sand & Gravel Company
Prineville, Oregon

Attention: Arthur A. Hardesty

Gentlemen:

This acknowledges receipt of your letter of February 9, 1942, advising that you have a claim, in the amount of $333.64, for materials furnished Guy Norris on his job and also for materials furnished his sub-job from Berke Brothers.

Norris Brothers' contract to which you refer is state highway contract No. 2424 and is for grading and bridge construction on the Ochoco Creek Section of the Madras-Prineville Secondary Highway, in Crook County. The bond, in connection with this contract, was furnished by the United Pacific Insurance Company for whom Jo Stroyan is agent with offices in the Board of Trade Building, Portland.

According to our records, Norris Brothers were not subcontractors on Berke Brothers contract, No. 2436, for grading and topping on the Lytle Creek-Ochoco Creek Section of the Madras-Prineville Secondary Highway, in Crook County. The bond, in connection with this contract, was furnished by the Great American Indemnity Company for whom Harvey Wells-Reed Insurance Agency is local agent with offices in the Failing Building, Portland. We are wondering if perhaps your claim is against Berke Brothers direct.

Since you state that materials were furnished on two different contracts, the bonds for which were furnished by different surety companies, it is necessary that we have a break-down of your claim, showing the amount of the claim to be charged against each contract.

We suggest that you file these claims against the respective contractors and their sureties through the office of the Secretary of State, within a period of six months from date of acceptance of the contracts by the State Highway Commission, in accordance with the provisions of Chapter 517, Oregon Laws 1939, a mimeographed copy of which is inclosed.

We also suggest that you file your claims direct with the respective surety companies.

For your information we advise that Norris Brothers' contract No. 2424 was completed on October 10, 1941, and was accepted by the State Highway Com-

NOTED
Sart

mission on December 16, 1941; and Berke Brothers contract No. 2436 was completed on September 20, 1941, and was accepted by the State Highway Commission on October 17, 1941.

Will you kindly furnish us with a breakdown of your claim.

Very truly yours,

Secretary

HBG:AM

NOTED
D. DeSart

hone 24-J
A. A. HARDESTY

PRINEVILLE SAND & GRAVEL CO.
Crushed, Screened and Washed Gravel
PRINEVILLE, OREGON

Febr. 9, 1942.

State Highway Commission:
Salem, Oregon.

Dear Sir:-

Writing you in regards to an account of Guy Norris for material furnished him on his job, also for material furnished his sub-job from Berke Brothers, near Prineville, Ore. in 1941, the Madras cut-off road. The amount of this bill is $333.64 which has not been paid. If it is neccessary for me to write to the Bonding Co., would you please notify us, which Bonding Co. he is covered by.

Very truly yours,
Prineville Sand & Gravel Co.
Arthur A. Hardesty.

RECEIVED
FEB 10 1942
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 5 1942
FOR FILING

FAS 61-C-1

February 5, 1942

Morris Brothers
303 Hoge Building
Seattle, Washington

[redacted]

The State Highway Commission, at its meeting on December 18, 1941, granted you the extension of time requested, from July 31 to October 10, 1941, without penalty, in connection with state highway contract No. 2424 for grading and bridge construction on the Ochoco Creek Section of the Madras-Prineville Secondary Highway, in Crook County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH

cc - Wm. E. Chandler

RECEIVED
FEB 3 1942
FOR FILING

FAS 61-C-1

January 31, 1942

United Pacific Insurance Company
Jo Stroyan
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2424 for work on the Madras-Prineville Secondary Highway, Ochoco Creek Section, in Crook County, has been completed by the contractors, Morris Bros., and that final settlement will be made on or after February 10, 1942.

The state is not advised of any unpaid claims for labor or materials, or of theexistence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $32,126.24, including final payment, and that no force account work was performed therein.

This contract was completed on October 10, 1941, and accepted by the Commission on December 18, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. DeSart

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DEC 19 1941
FOR FILING

FAS-61-C-1

December 19, 1941

United Pacific Insurance Company
Jo Stroyan
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Norris Brothers, on contract No. 2424, covering 1.31 miles of grading and the construction of bridges on the Ochoco Creek Section of the Madras-Prineville Secondary Highway, in Crook County. This payment, in the amount of $3,343.81, will be made on or after December 24, 1941. The retained percentage is $965.33.

We have been informed by the Ochoco Irrigation District, Prineville, Oregon, that they have not been paid for certain work performed for Norris Brothers, but the amount of their claim was not stated.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

KR

NOTED
D. G. DeSart

Form E-1—5M—4-41

Gen Files

FAS 61-C-1

R

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 13, 1941

Section Ochoco Creek

Kind of work Grading & Bridges

Highway Madras-Prineville Secondary

Section prefix 107-1003

Contractor Morris Bros.

Contract number 2424

Date of contract Feb. 20, 1941

Date of completion July 31, 1941

Date work started Feb. 20, 1941

Estimated date of completion Oct. 10, 1941

Amount of contract $28,489.00

Per cent of time elapsed 140.6 %

Estimated cost of completed project, exclusive of engineering $ ~~32,598.85~~ 32633.74

Per cent of contract completed, based on total contract price 114.42 %

Engineering cost to date, $ 3,008.08, 10.08 %

Date project was completed Oct. 10, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The center line was re-run, levels taken and cross sectioned before the Contractor started work Feb. 20, 1941. Got extra Right of way and made a long drainage ditch to the river to drain out a marshy area at Sta. 1402+50, the ditch was very effective.

The piling for the Ochoco Creek and McKay Creek Bridges was completed Apr. 10th but the lumber did not arrive for several weeks and when the lumber did come the Contracter was very slow in building the bridges. The bridge crew was used on the ~~xxxxxx~~ concrete ditch lining which delayed the bridge work 2 Or 3 weeks. The bridges being incompleted held up the finishing of the grading to some extent. The final finishing of the bridges was the last to be done. The grading work was completed Sept. 20, and the final date of finishing was Oct. 10 th.

When the excavating had progressed in the cut Sta. 1368+85 to end and the irrigation canal constructed it was observed that due to sand blowing and water seepage the canal would not hold water so it was decided to oil the slopes and line the canal with concrete and work orders and price agreements were issued for this work. This changed the Contractors plans to some extent and delayed the work, or rather took more time. The Contractor was not held up or interferred with particularily.

The oiling of slopes did a great deal of good but scaled off some when it began raining. The concrete lining seems to be OK and satisfactory.

Signed A. S. Hodge

Address Madras.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.81				
Miles partially completed					
Miles completed	1.81				
Total estimated quantities	61,221				
Estimated quantities moved or placed to date	61,221				
Average daily quantities	800				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FAS 61-C-1

R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No.

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
RECEIVED
DEC 1 1941
FOR FILING

December 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 61-C (1), Prineville-Madras Section of the Warm Springs Highway ______, was made by a representative of this office on November 27, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Jm

Form 2-A-4 7M 11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
FEB 9 1942
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

FAS 61-C-1

[illegible]
Madras, Ore.
Oct. 21, 1941.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. T. Lynch
District Engineer
Public Roads Administration
Portland, Ore.

Dear Sir:

The Ochoco Creek section of the Madras Prineville Secondary, Contract # 2424, FAS 61 - C (1) was finally completed Oct. 10th. The grading was completed Sept. 20th, but there was some finishing yet to be done on the two bridges.

Very truly yours

W. S. Hodge

W. S. Hodge
Resident Engineer

cc Mr. R. H. Baldock ✓
Mr. L. C. Smith
Mr. J. H. Probert
Mr. J. E. Chandler

REFERRED TO
McCulloch
By Chief Engineer

File no more
discussion.

SnP

R

RECEIVED
OCT - 9 1941
FOR FILING

FAS 61-C-1

OCHOCO IRRIGATION DISTRICT
PRINEVILLE, OREGON

October 8, 1941

Ochoco Irrigation District
Prineville, Oregon

Gentlemen: **Attention LaSelle E. Coles**

This will acknowledge receipt of your letter of October 7, requesting the name of the surety on Morris Brothers' contract for work on the Prineville-Madras Section of the Warm Springs Highway. We believe that you refer to Morris Brothers' contract No. 2424, for grading and bridge construction on the Ochoco Section of the Madras-Prineville Secondary Highway, in Crook County.

The surety on the above contract was United Pacific Insurance Company, whose resident agent is Jo Stroyan, Board of Trade Building, Portland. Work under this contract was completed September 20, 1941, but has not as yet been accepted by the Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

REFERRED TO
DeSart
BY SECRETARY

Did you write claim on your card?

Yes — in pencil only

NOTED
D. C. DeSart

2424

RECEIVED
- 1941

OCHOCO IRRIGATION DISTRICT
PRINEVILLE, OREGON

October 7, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The District did some work for Norris Bros. on the Prineville-Madras section of the Warm Springs, Highway, for which they have not been paid, consequently I would like to know the name of the firm which went their bond on this work.

Very truly yours,
LaSelle E. Coles
LaSelle E. Coles
Secretary

REFERRED TO
[illegible]
BY SECRETARY

RECEIVED
SEP 16 1941
FOR FILING

FAS 61-C-1

R

September 15, 1941

E. P. Foster
Forest Products Treating Co.
824 Pittock Block
Portland, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of September 4 and advise that Contract No. 2424 for grading and bridge construction on the Ochoco Creek Section of the Madras-Prineville Secondary Highway in Crook County has not yet been completed by the contractor nor accepted by the Commission, however, from our best available information it appears that the work will be completed in the very near future.

The surety bond on this contract was furnished by the United Pacific Company through their resident agent, Jo Stregun, Board of Trade Building, Portland.

Yours very truly,

OA

Secretary

NOTED
D. DeSart

FOREST PRODUCTS TREATING COMPANY

PRODUCERS & PRESERVERS
OF
POSTS - POLES - PILING
LUMBER - TIMBERS
CROSS TIES

PORTLAND, OREGON

PLANTS
THE DALLES, OREGON
LARAMIE, WYOMING
WALDEN, COLORADO

GENERAL OFFICE
824 PITTOCK BLOCK
PORTLAND, OREGON

RECEIVED
– 5 – 1941
STATE HIGHWAY COMMISSION

September 4, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: C-2650

Kindly refer to the contract and bond of Norris Brothers, General Contractors, Seattle, Washington, for construction of the McKay and Ochoco Creek Bridges on the Madras-Prineville Highway, Federal Aid Secondary Project FAS 61-C(1).

Our company supplied the creosoted Fir timbers for these bridges to the contractor and we have not yet received any money from the contractor on this account. This material was furnished on April 25, 1941 and therefore our invoice is considerably past due.

It will be greatly appreciated if you will advise us whether or not this project has been completed and accepted by your Commission and if so, the date thereof. Also we would like for you to advise us the name of the surety company who wrote the bond filed by the contractor with the State of Oregon in connection with this project.

Yours very truly,

FOREST PRODUCTS TREATING CO.

HPFoster

H. P. Foster

HPF P

PSX

9-5-41

REFERRED TO Deisart
BY SECRETARY

Get me the information
[illegible]

R

RECEIVED
SEP 15 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 184

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 61-C (1)
Ochoco Creek Section
Madras-Prineville Hwy.

September 8, 1941

FAS 61-C-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

Wayfr-11657

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 61-C(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of June, 1941

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 13th day of February, 1940, a project statement, which was approved on the Sixth day of February, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section C(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of January 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-one thousand, one hundred ten and 00/100 dollars ($21,110.00) as the share of the United States payable under said act on account of Section C(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

18—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1366+85 in the SE 1/4, Section 23, T. 14 S., R. 15 E., W. M., the southerly end of Section B(1) of said project, and survey station 1463+75 in the NE 1/4, Section 36, T. 14 S., R. 15 E., W. M., the northerly end of Section B(1) of said project, length 1.835 miles, in Crook County, being Section B(1) of Oregon Federal Aid Secondary project. No. FAS 61, consisting of 1.805 miles of roadway and 2 bridges, each of more than 20 feet clear span, 0.030 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11379

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 2(1) of said project shall not in any event exceed the sum of twenty-one thousand, one hundred ten and 00/100 dollars ($21,110.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-four thousand, nine hundred fifty-two and 94/100 dollars ($34,952.94), the approved total estimated cost of Section 2(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 523, Laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of AUG 19 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

Form PR. 9—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS [illegible](1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $[illegible] as the total estimated cost of said project, and the sum of $21,110.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....
one thousand nine hundred and AUG 19 1941

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
JUN 18 1941

FAS 61-C-1
(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. FAS 61-C (1)
Ochoco Creek Section
Madras-Prineville Hwy.

June 17, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
MAY 15 1941
FOR FILING

FAS 61-C-1

May 7, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Ochoco Creek Section, Project No. FAS 61-C (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/CS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 61-C (1)

OCHOCO CREEK SECTION OF THE

MADRAS-PRINEVILLE HIGHWAY IN CROOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 28, 1941

Grading (Contract No. 2424)

All Required		Clearing and Grubbing		$ 500.00
100	cu. yds.	Structural Excavation, Unclassified	1.00	100.00
160	cu. yds.	Trench Excavation, Unclassified	.75	120.00
58,000	cu. yds.	General Excavation, Unclassified	.14	8,120.00
300,000	yd. sta.	Short Overhaul	.006	1,800.00
22,000	C-yd. sta.	Long Overhaul	.15	3,300.00
1,600	lin. ft.	Rounding Cutbanks	.08	128.00
1.81	miles	Finishing Roadbed and Slopes	250.00	452.50
780	lin. ft.	18" Corr. Metal Pipe	2.00	1,560.00
60	lin. ft.	36" Corr. Metal Pipe	5.75	345.00
110	lin. ft.	18" Corr. Metal Siphon Pipe	2.45	269.50
110	lin. ft.	29" Arch Type Corr. Metal Pipe	3.25	357.50
50	lin. ft.	37" Arch Type Corr. Metal Pipe	5.85	292.50
4	cu. yds.	Concrete Pad Basins	28.00	112.00
260	cu. yds.	Riprap	3.00	780.00
				$ 18,237.00

Topping (Contract No. 2436)

6,500	cu. yds.	Selected Roadbed Topping	$ .18	$ 1,170.00
18,500	yd. mi.	Hauling Roadbed Topping	.10	1,850.00
				$ 3,020.00

Subtotal	$ 21,257.00
10% Engr. & Cont.	2,125.70
Total	$ 23,382.70

McKay Creek Bridge (Sta. 1391+15 to Sta. 1391+84) (Contract No. 2424)

20	only	Deliver and Drive Piling	$ 16.00	$ 320.00
16	M-FBM	Treated Lumber	115.00	1,840.00
46	cu. yds.	Class "A" Concrete	22.00	1,012.00
9,000	lbs.	Metal Reinforcement	.06	540.00
152	lin. ft.	Concrete Handrail	4.50	684.00
				$ 4,396.00

Ochoco Creek Bridge (Sta. 1428+37 to Sta. 1429+24) (Contract No. 2424)

28	only	Deliver and Drive Piling	$ 16.00	$ 448.00
22	M-FBM	Treated Lumber	115.00	2,530.00
58	cu. yds.	Class "A" Concrete	22.00	1,276.00
11,600	lbs.	Metal Reinforcement	.06	696.00
188	lin. ft.	Concrete Handrail	4.50	846.00
				$ 5,796.00

Subtotal	$ 10,192.00
10% Engr. & Cont.	1,019.20
Total	$ 11,211.20

Length of Roadway	1.805 miles
Length of Bridges	.030 mile
Total Length	1.835 miles
Cost per mile, Roadway	$ 12,954.49

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Roadway	$ 23,382.70	$ 14,269.00	$ 9,113.70
Bridges	11,211.20	6,841.00	4,370.20
	$ 34,593.90	$ 21,110.00	$ 13,483.90

PILING FURNISHED FROM STATE-OWNED STOCKS

McKay Creek Bridge

340 lin. ft.	Treated Piling	$ .44	$ 149.60

Ochoco Creek Bridge

476 lin. ft.	Treated Piling	$ .44	$ 209.44
			$ 359.04

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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JUL 15 1941
FOR FILING

FAS 61-C-1

March 25, 1941

Rosin Bros.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 1.24 miles grading and 4.05 miles roadbed topping on the Lytle Creek-Ochoco Creek Section of the Madras-Prineville Secondary Highway, in Crook County. This award was based on your low bid of $37,083.90 submitted on February 27, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert
G. S. Paxson

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
NIGHT LETTER	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON MARCH 25 1941

DERKE BROS.
7923 N. E. HALSEY
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING AND ROADBED TOPPING ON LYTLE CREEK-OCHOCO CREEK SECTION OF MADRAS-PRINEVILLE SECONDARY HIGHWAY BASED ON YOUR LOW BID SUBMITTED FEBRUARY 27 1941. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

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records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

Secretary

By
Secretary

HBL.

61-C-1

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March 5, 1941

UNITED PACIFIC INSURANCE COMPANY
Jo Strogan, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2424 which was awarded to Morris Brothers by the State Highway Commission on February 6, 1941, covering the grading and construction of bridges on the Ochoco Creek Section of the Madras-Prineville Secondary Highway, in Crook County.

Inasmuch as you are surety for the contracting firm on this job we are sending you this copy of the contract for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MBL

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~~FOR FILING~~

FAS 61-C-1

March 5, 1941

MORRIS BROS.
303 Hoge Building
Seattle, Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2424 which was awarded to you by the State Highway Commission on February 6, 1941, covering the grading and construction of bridges on the Ochoco Creek Section of the Madras-Prineville Secondary Highway, in Crook County. This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MEL.

6

RECEIVED

FAS-61-C-1

March 3, 1941

UNITED PACIFIC INSURANCE COMPANY
Exchange Building
Seattle, Washington

Attention R. E. Hickman

Gentlemen:

This will acknowledge receipt of your letter of February 28 and advise that Morris Bros.' contract No. 2424 for grading the Ochoco Creek-Madras Section of the Prineville Secondary Highway is still out to the Commission for signature. As soon as it is executed and approved by the Attorney General, a copy will be mailed to you.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DOD:MEL

a

UNITED PACIFIC
Insurance Company
EXCHANGE BUILDING
SEATTLE, WASHINGTON

RECEIVED
MAR 3 - 1941
STATE HIGHWAY COMMISSION

February 28, 1941

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Re: Norris Bros., Contractors
Contract No. 2424-$28,429.00
Our Bond No. 38060

Gentlemen:

We executed the above captioned contract bond February 6th, 1941, for Norris Bros., of Seattle, Washington, covering 1.81 miles grading and bridges, Ochoco Creek, Madras-Prineville Secondary Highway, Crook County.

We have not received our copy of the contract and bond and will appreciate your forwarding our copy to us for the completion of our file.

Thank you.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

R. E. Eckman
Fidelity and Surety Department

RE

Mr Stout:- Have contracts been signed?
When are they due.
Anyone reply RHB

AUTOMOBILE---FIDELITY & SURETY---BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE---STEAM BOILER---PLATE GLASS---GROUP DISABILITY

RECEIVED

FAS 61-C-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 11, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplemental P.S. & E. documents for Oregon Federal Aid Secondary Project No. FAS 61-C (1), the Ochoco Creek Section of the Madras-Prineville Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award will be withheld until the right of way is all secured on 61-D (1), adjoining, included in the same contract.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

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FAS 61-C-1

February 6, 1941

Morris Brothers
Burlington, Wash.

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading and bridge construction on the Ochoco Creek Section of the Madras-Prineville Secondary Highway, in Crook County, based on your low bid of $28,429.00, submitted on January 22, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

cc - S. H. Probert
G. S. Paxson

Set copied

M

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
[✓ DAY LETTER]		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON, FEBRUARY 6, 1941

NORRIS BROTHERS
BURLINGTON, WASH.

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING AND BRIDGE CONSTRUCTION ON OCHOCO CREEK SECTION OF MADRAS-PRINEVILLE SECONDARY HIGHWAY IN CROOK COUNTY BASED ON YOUR LOW BID SUBMITTED ON JANUARY 22, 1941. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

Ochoco Creek – Morris

Florence Rock – O'Neil

struction of bridges on the Ochoco Creek Section, Madras-Prineville Secondary Highway, in Crook County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

RECEIVED

FAS 61-C-1

February 7, 1941

Morris Brothers
Burlington, Wash.

Gentlemen:

We are sending you today by express four copies of Contract No. 2424, which was awarded to you by the State Highway Commission on February 6, 1941, covering grading and construction of bridges on the Ochoco Creek Section, Madras-Prineville Secondary Highway, in Crook County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

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FEB 7 1941
FOR FILING

FAS 61-C-1

CONFIRMATION

WESTERN UNION

F[illegible]AL WORKS AGENCY

Public Roads Administration

8010-22 Oregon

SERIAL

Portland, Oregon
February 6, 1941

R. H. Baldock
State Highway Engineer
Salem, Oregon

REURTEL TODAY ALL RIGHT OF WAY HAVING BEEN SECURED WE TODAY CONCUR IN AWARD TO MORRIS BROS. LOW BIDDERS OCHOCO CREEK PROJECT OREGON FAS 61-C(1)

Lynch

Paid Gov't Rate

Charge to the account of ______ $ ______

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☐	ORDINARY	☐
DAY LETTER	☒	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
NIGHT LETTER	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
FEBRUARY 6, 1941

W. M. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

RIGHTS OF WAY FOR OCHOCO CREEK PROJECT ARE NOW ACQUIRED. MAY WE HAVE YOUR CONCURRENCE IN AWARD OF CONTRACT TODAY TO MORRIS BROS. OF BURLINGTON, WASHINGTON

R. H. BALDOCK

R. H. BALDOCK
Chief Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

January 31, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Ochoco Creek Section, Project No. FAS 61-C (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 61-C (1)

OCHOCO CREEK SECTION OF THE
MADRAS-PRINEVILLE HIGHWAY IN CROOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 31, 1941

Grading (Low Bid Prices)

All Required		Clearing and Grubbing		$ 500.00
100	cu. yds.	Structural Excavation, Unclassified	$ 1.00	100.00
160	cu. yds.	Trench Excavation, Unclassified	.75	120.00
58,000	cu. yds.	General Excavation, Unclassified	.14	8,120.00
300,000	yd. sta.	Short Overhaul	.006	1,800.00
22,000	C-yd.sta.	Long Overhaul	.15	3,300.00
1,600	lin. ft.	Rounding Cutbanks	.08	128.00
1.81	miles	Finishing Roadbed and Slopes	250.00	452.50
780	lin. ft.	18" Corr. Metal Pipe	2.00	1,560.00
60	lin. ft.	36" Corr. Metal Pipe	5.75	345.00
110	lin. ft.	18" Corr. Metal Siphon Pipe	2.45	269.50
110	lin. ft.	29" Arch Type Corr. Metal Pipe	3.25	357.50
50	lin. ft.	35" Arch Type Corr. Metal Pipe	5.85	292.50
4	cu. yds.	Concrete End Basins	28.00	112.00
260	cu. yds.	Riprap	3.00	780.00
				$ 18,237.00

Topping (Estimated Prices)

6,500	cu. yds.	Selected Roadbed Topping	$ .18	$ 1,170.00
18,500	yd. mi.	Hauling Roadbed Topping	.12	2,220.00
				$ 3,390.00

Subtotal	$ 21,627.00
10% Engr. & Cont.	2,162.70
Total	$ 23,789.70

McKay Creek Bridge (Sta. 1391+15 to Sta. 1391+84) (Low Bid Prices)

20	only	Deliver and Drive Piling	$ 16.00	$ 320.00
16	M-FBM	Treated Lumber	115.00	1,840.00
46	cu. yds.	Class "A" Concrete	22.00	1,012.00
9,000	lbs.	Metal Reinforcement	.06	540.00
152	lin. ft.	Concrete Handrail	4.50	684.00
				$ 4,396.00

Ochoco Creek Bridge (Sta. 1428+37 to Sta. 1429+74) (Low Bid Prices)

28	only	Deliver and Drive Piling	$ 16.00	$ 448.00
22	M-FBM	Treated Lumber	115.00	2,530.00
58	cu. yds.	Class "A" Concrete	22.00	1,276.00
11,600	lbs.	Metal Reinforcement	.06	696.00
188	lin. ft.	Concrete Handrail	4.50	846.00
				$ 5,796.00

Subtotal	$ 10,192.00
10% Engr. & Cont.	1,019.20
Total	$ 11,211.20

Length of Roadway	1.805 miles
Length of Bridges	.038 mile
Total Length	1.843 miles
Cost per mile, roadway	$ 13,179.88

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Roadway	$ 23,789.70	$ 14,511.00	$ 9,278.70
Bridges	11,211.20	6,839.00	4,372.20
	$ 35,000.90	$ 21,350.00	$ 13,650.90

OCHOCO CREEK SECTION

PROJECT NO. FAS 61-C (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

January 31, 1941

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 6, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Secondary Project No. FAS 61-C (1), the Ochoco Creek Section of the Madras-Prineville Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

It is noted that the name of this highway has been changed from "Warm Springs Highway" to "Madras-Prineville Highway." We are presuming that the latter designation will be used for future projects on this route between Madras and Prineville.

We are advised that approval has been given to the furnishing of approximately 48 treated timber piling 17 ft. long, with Federal funds participating only in the cost of hauling and driving. When submitting the project agreement estimate, the cost of this piling should be included as a non-participating item.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JAN 4 1941
~~FOR FILING~~

FAS 61-C-1

January 3, 1941

Mr. W. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In asking federal cooperation in connection with the grading of the Ochoco Creek Section of the Madras-Prineville Secondary Highway, Project FAS 61-C (1), the State Highway Commission understands that it obligates itself to provide a suitable surfacing on the project as soon as traffic conditions on the project warrant the construction of surfacing.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

December 31, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of right of way statement for the Ochoco Creek Section, Project No. FAS 61-C (1). Likewise, are enclosed five copies of Form PR 46, listing the materials required for the roadway and each bridge.

Five sets of blueprint plans and one advance copy of bid proposal are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 61-[illegible](1)

OCHOCO CREEK SECTION OF THE MADRAS-PRINEVILLE HIGHWAY IN CROOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 30, 1948

Roadway

All Required		Clearing and Grubbing		$ 200.00
100	cu. yds.	Structural Excavation, Unclassified	1.00	100.00
160	cu. yds.	Trench Excavation, Unclassified	1.00	160.00
58,000	cu. yds.	General Excavation, Unclassified	.20	11,600.00
300,000	yd. sta.	Short Overhaul	.007	2,100.00
22,000	C-yd.sta.	Long Overhaul	.30	6,600.00
1,600	lin. ft.	Rounding Cutbanks	.10	160.00
1.81	miles	Finishing Roadbed and Slopes	300.00	543.00
780	lin. ft.	18" Corr. Metal Pipe	2.00	1,560.00
60	lin. ft.	36" Corr. Metal Pipe	5.50	330.00
110	lin. ft.	18" Corr. Metal Siphon Pipe	3.00	330.00
110	lin. ft.	25" Arch Type Corr. Metal Pipe	3.50	385.00
50	lin. ft.	37" Arch Type Corr. Metal Pipe	6.00	300.00
4	cu. yds.	Concrete End Basins	25.00	100.00
260	cu. yds.	Riprap	2.50	650.00
			Subtotal	$ 25,118.00
			10% Engr. & Cont.	2,511.80
			Total	$ 27,629.80

McKay Creek Bridge (Sta. 1391+15 to Sta. 1391+84)

20	only	Deliver and Drive Piling	$ 12.00	$ 240.00
16	M-FBM	Treated Lumber	105.00	1,680.00
46	cu. yds.	Class "A" Concrete	25.00	1,150.00
9,000	lbs.	Metal Reinforcement	.06	540.00
152	lin. ft.	Concrete Handrail	5.00	760.00
				$ 4,370.00

PR 46

Roadway (Ochoco Creek Section)

Ochoco Creek Bridge (Sta. 1428+37 to Sta. 1430+21)

28	only	Deliver and Drive Piling	$ 12.00	$ 336.00
22	M-FBM	Treated Lumber	105.00	2,310.00
58	cu. yds.	Class "A" Concrete	25.00	1,450.00
11,600	lbs.	Metal Reinforcement	.06	696.00
188	lin. ft.	Concrete Handrail	5.00	940.00
				$ 5,732.00

Subtotal	$ 10,102.00
10% Engr. & Cont.	1,010.20
Total	$ 11,112.20

Length of Roadway	1.805 miles
Length of Bridges	.030 mile
Total Length	1.835 miles
Cost per mile, Roadway	$ 15,307.36

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Roadway	$ 27,629.80	$ 14,263.00	$ 13,366.80
Bridges	11,112.20	5,737.00	5,375.20
	$ 38,742.00	$ 20,000.00	$ 18,742.00

PR 46

Roadway (Ochoco Creek Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 3 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.)

State Oregon

Completion Date (Est.)

Project No. FAS 61-C (1)

Estimated Total Cost Roadway $ 27,629.80

Length: Miles 1.805

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	6	6	Metal culvert pipe	Lb.	23,000
2	Aggregates	Cy.	6	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	0.4	10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Bridge (McKay Creek)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 3 Sheets

Estimate of Materials Required for ~~[illegible]~~ Bridges
(To Accompany P.S. & E.)

Starting Date (Est.)
Completion Date (Est.)
Estimated Total Cost Bridge $ 4,807.00
State Oregon
Project No. FAS 61-C (1)
Length: Miles .014

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	92	6	Metal culvert pipe	Lb.	-
2	Aggregates	Cy.	92	7	Reinforcing steel	Lb.	12,000
3	Bituminous mat.	Gal.	-	8	Structural steel	Lb.	-
4	Lumber	M.	22	10	Explosives	Lb.	-
5	Timber piling	Lft.	-				

PR 46

Bridges (Ochoco Creek)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 3 of 3 Sheets

Estimate of Materials Required for ~~Roadway~~ Bridges
(To Accompany P.S. & E.)

Starting Date (Est.) ____

State Oregon

Completion Date (Est.) ____

Project No. FAS 61-C (1)

Estimated Total Cost Bridge $ 6,305.20

Length: Miles .016

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	115	6	Metal culvert pipe	Lb.	-
2	Aggregates	Cy.	115	7	Reinforcing steel	Lb.	15,000
3	Bituminous mat.	Gal.	-	8	Structural steel	Lb.	-
4	Lumber	M.	29	10	Explosives	Lb.	-
5	Timber piling	Lft.	-				

OCHOCO CREEK SECTION

PROJECT NO. FAS 61-C (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

December 30, 1940

CONTRACT# [redacted] 2425

20-4208 Florence Rock Production
Oregon Coast & Siuslaw Hwys. 1941

#2425

R.H. Baldock

20-4208

RECEIVED
AUG 18 1941

August 8th, 1941

NOTED
State Highway Engineer

R

FINAL COST ANALYSIS
Florence Rock Production
Oregon Coast & Siuslaw Hwys. in Lane County

Contract No. 2425
M. L. O'Neil & Son, Contractor

Prefix 20-4208
C. C. Gall, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Mat'l. in S.P.	$3,630.64	2,879.4	Cu. Yd.	$1.261	$1.58	$4,549.45
½"-¼" " " " "	6,100.61	4,838.3	" "	1.261	1.58	7,644.51
¼"-0 " " " "	2,017.44	1,600.0	" "	1.261	1.10	1,760.00
Screen Rejection Mat'ls.	267.53	1,070.1	" "	0.25	0.25	267.53
Haul Adjustment		1,050.1	Yd. Mi.		0.08	84.01
Total State Project	$12,016.22					$14,305.50
Maintenance Materials Crushed for Lane County	2,798.80	4,004	Cu. Yd.	0.699	0.85	3,403.40
Haul Lane Co. Materials	1,631.86	30,848	Yd. Mi.	0.053	0.07	2,159.36
Total Lane County	$4,430.66					$5,562.76
Maint. Mat'ls. Crushed for City of Florence	236.26	338	Cu. Yd.	0.699	0.85	287.30
GRAND TOTAL	$16,683.14					$20,155.56

Gross Revenue	$20,155.56
Net Cost	16,683.14
Net Profit	$3,472.42

Net Profit Equals 17.23% of Gross Revenue

Florence Rock Production

Analysis of Costs

Item	Cost	Quantity	Unit	Unit Cost
Move In and Set Up	$2,012.14	14,729.8	Cu. Yd.	$0.137
Drag to Crusher	1,600.79	"	" "	0.109
Plant Operation	6,478.36	"	" "	0.440
Cost in Bunker	$10,091.29	14,729.8	Cu. Yd.	$0.686
Stockpiling	471.25	14,729.8	Cu. Yd.	0.032
Cost of Cr. Gravel	$10,562.54	14,729.8	Cu. Yd.	$0.718
Haul Crushed Gravel	6,120.60	115,808	Yd. Mi.	$0.053
Total	$16,683.14			

Average Hourly Production = 30.2 Cu. Yds.

Average Mile Haul = 7.862 Miles

Florence Rock Production

Details of Cost

Labor:		
Supervision	$588.59	
Labor	5,068.72	
State Industrial Accident Ins.	299.84	
Social Security	56.57	
Unemployment Insurance	169.71	
		$6,183.43
Equipment Rentals & Misc. Expense:		
Equipment Rental (Incl. Repairs)	$4,357.20	
Hired Trucks (Incl. Gas, Oil & Grease)	2,985.59	
Gasoline, Oil and Grease	1,438.30	
Lumber (Plant Set-Up)	415.76	
Bridge Timbers	45.16	
Cartage	291.79	
Hdwe. & Misc.	468.83	
Home Office & Overhead Expense	397.37	
Bond	99.71	
		10,499.71
Total Cost		$16,683.14

Florence Rock Production

This contract, a "State Project", for the furnishing of crushed gravel in stockpiles was bid and awarded January 1st, 1941. Work on this project began February 10th, 1941 and was completed April 19th, 1941. M. L. O'Neil & Son was awarded this contract, and Al Saxton did the crushing and stockpiling for them.

The plant set-up was completed March 1st, 1941, and crushing operations began immediately. The crushing plant consisted of 3 PD-40 International diesel engines, 1 - 10" x 36" jaw crusher, 1 - 28" gyratory crusher, 1 - 3' x 8' single-deck vibratory screen, 1 - 3' x 10' triple-deck vibratory screen, 1 - 4" centrifugal pump, 1 - 60 h.p. caterpillar tractor and 2-drum hoist, 1 - 200 w. welder and 7 - 1½-ton trucks.

The plant operated 488 hours and produced 14,730 cu. yds. of material. The average hourly production was 30 cu. yd. per hour.

The source of material was a gravel bar on Cape Creek at M.P. 191.63 on the Oregon Coast Highway. Good production and a good price on the material coupled with 4,000 cu. yds. of material crushed and stockpiled for Lane County made this a very good job for the contractor as the net profit indicates.

E. H. Clymer
Cost Analyst

By . . A. C. Vincent

RECEIVED
JUN 2 1941
FOR FILING

20-4208

February 6, 1941

H. L. O'Neil [redacted]
Route 1
Eugene, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Florence Rock Production Project on the Oregon Coast and Siuslaw Highways in Lane County. This award was based on your low bid of $13,294.00, submitted on January 22, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

BS

cc S. H. Probert
G. S. Paxson

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
NIGHT LETTER	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON, FEBRUARY 6, 1941

M. L. O'NEIL & SON
ROUTE 1
EUGENE, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR FLORENCE ROCK PRODUCTION PROJECT ON OREGON COAST AND SIUSLAW HIGHWAY IN LANE COUNTY, BASED ON YOUR LOW BID SUBMITTED ON JANUARY 22, 1941. CONTRACT FORMS FOLLOW SHORTLY

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

Files

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or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $14,305.50, including final payment, and that no force account work was performed therein. This contract was completed on April 9, 1941 and accepted by the Commission on May 9, 1941.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

OA

NOTED
D. G. DeSart

RECEIVED
MAY 15 1941
FOR FILING

20-4208

May 14, 1941

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Dear Sirs:

You are hereby notified that State Highway contract No. 2425 for work on the Florence Rock Production Project of the Oregon Coast & Siuslaw Highway, in Lane County, has been completed by the contractor M. L. O'Neil & Son, John Day, Oregon, and that final settlement will be made on or after May 24, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $14,305.50, including final payment, and that no force account work was performed therein. This contract was completed on April 9, 1941 and accepted by the Commission on May 9, 1941.

Yours very truly,

STATE HIGHWAY COMMISSION

By

OA

Secretary

NOTED
D.G. DeSart

a

Form E-1—3M—8-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 26, 1941, 19

Section Florence Rock Production

Kind of work Materials in Stockpile

Highway Oregon Coast & Siuslaw

Section prefix 20 - 4208

Contractor M. L. O'Neil & Son

Contract number 2425

Date of contract Feb. 6, 1941, 19

Date of completion Aug. 31, 1941, 19

Date work started Feb. 10, 1941, 19

Estimated date of completion April 9, 1941, 19

Amount of contract $ 13,294.00

Per cent of time elapsed 36 %

Estimated cost of completed project, exclusive of engineering $ 14,314.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 875.00, 5.8 %

Date project was completed April 9, 1941, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was completed and shipped to the Division office this week.

NOTED
RAY WEBBER

RECEIVED
APR 28 1941
OFFICE OF
CONSTRUCTION ENGINEER

Signed C. C. Gall,

Address Marshfield, Ore.

NOTED
VAN SCOY

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10,388		
Estimated quantities moved or placed to date			All		
Average daily quantities			Completed		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
MAY 2 1941
FOR FILING

20-4208

May 1, 1941

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Bldg.
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. L. O'Neil & Son, on contract No. 2425, for the Florence Rock Production Project, on the Oregon Coast & Siuslaw Highways in Lane County.

This payment in the amount of $1,247.90, will be made on or after May 12, 1941. The retained percentage is $997.05.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

a

RECEIVED

2a-4208

March 4, 1941

E. L. O'Neil & Son
Route #1
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2425 which was awarded to you by the State Highway Commission on February 6, 1941, covering the furnishing of crushed material in stock piles on the Florence Section of the Oregon Coast and Siuslaw Highways, in Lane County.

This copy of the contract is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

a

RECEIVED

20-4208

March 4, 1941

GREAT AMERICAN INDEMNITY COMPANY
c/o HARVEY WELLS-REED INSURANCE AGENCY
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2425 which was awarded to H. L. O'Neil & Son by the State Highway Commission on February 6, 1941, covering the Florence Rock Production Project on the Oregon Coast and Siuslaw Highways, in Lane County.

Inasmuch as you are surety for the contracting firm on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MEL

RECEIVED
FEB 7 1941
FOR FILING

20-4208

February 7, 1941

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2425 which was awarded to you by the State Highway Commission on February 6, 1941, covering the Florence Rock Production Project on the Oregon Coast and Siuslaw Highways, in Lane County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

CONTRACT# [redacted] 2426

FAS 239-E-1 Lake Cr.-Hanley Ranch 1941
Sec., Little Butte Secon.
#2426 Hwy.

R.H. Baldock FAS - 9-E-1

11th, 1942

FINAL COST ANALYSIS
Lake Creek-Hanley Ranch
Little Butte Secondary Highway in Jackson County
Contract 2469 Prefix 115-1011
E. L. Gates, Contractor Glenn Roberts, Resident Engineer

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NOTED

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,442.41	100%	$1442.41	$1500.00	$1,500.00
Struct. Excav. for Hwy. Unclassified	393.14	334.1 Cu. Yd.	1.18	1.00	334.10
Trench Excavation	944.28	929.2 " "	1.02	0.90	836.28
General Excavation	12,097.05	45,827.6 " "	0.264	0.29	13,290.00
Short Overhaul	879.71	99,949 Yd. Sta.	0.009	0.01	999.49
Long "	193.75	880.52 C.Y.S.	0.22	0.25	220.13
Round Cutbanks	483.70	5,586 Lin. Ft.	0.087	0.09	502.74
Finishing Roadbed & Slopes	821.47	2.83 Mi.	290.27	250.00	707.50
12" Concrete Pipe	77.32	81 Lin. Ft.	0.96	1.00	81.00
18" " "	1,322.06	714 " "	1.85	2.00	1,428.00
24" " "	865.52	336 " "	2.58	2.75	924.00
36" " "	249.50	45 " "	5.54	5.45	245.25
18" Corr. Iron Pipe	296.86	136 " "	2.18	2.35	319.60
Riprap	63.70	37.1 Cu. Yd.	1.72	1.50	55.65
*Struct. Excav. for Bridge - Unclassified	60.80	30.4 Cu. Yd.	2.00	2.00	60.80
*Shoring, Cribbing etc.	200.00	100%	200.00	200.00	200.00
*Class "A" Concrete	1,638.63	78.03 Cu. Yd.	21.00	21.00	1,638.63
*Metal Reinforcement	1,049.16	19,984 Lbs.	0.0525	0.0525	1,049.16
*Concrete Handrail	510.75	113.5 Lin. Ft.	4.50	4.50	510.75
*PA #1, Cement Adjust.	- 48.56	- 16.35 Bbl.	- ~~16.35~~	2.97	- 48.56
Force Account	165.74				167.46
	$23,706.99				$25,050.05

Lake Creek-Hanley Ranch Final Cost Analysis.

Gross Revenue	$25,050.05
Total Cost	23,706.99
Net Profit	$1,343.06

Net Profit Equals 5.36% of Gross Revenue

* Sub-contracted to J. F. Johnson

Contract 2426

Details of Cost

Labor:

Supervision	$628.00	
Labor	8,145.40	
State Industrial Accident Insurance	570.28	
Unemployment Compensation	263.20	
Old Age Benefit	87.73	
		$9,694.61

Material:

12" Concrete Pipe	81 lin. ft.	at $0.70	$56.70	
18" " "	714 " "	" 1.55	1,106.70	
24" " "	336 " "	" 2.10	699.30	
36" " "	45 " "	" 4.25	204.00	
18" Corr. Iron Pipe	136 " "	" 1.54	209.50	
18" Bands	3	" 2.25	6.74	
				2,282.94

Miscellaneous:

Equipment Rental (Incl. Repairs)	$5,297.00	
Gas, Oil & Grease	1,312.92	
Move In	311.09	
Explosives	220.16	
Small Tools & Misc. Expense	322.83	
Overhead Expense	212.77	
Home Office Expense	425.50	
Bond	216.39	
		8,318.66

Sub-Contracted to J. F. Johnson:

Struct. Excav. for Bridge, Unclass.	30.4	cu. yd. at $2.00	$60.80	
Shoring, Cribbing etc.	100%	at $200.00	200.00	
Class "A" Concrete	78.03	cu. yd. at $21.00	1,638.63	
Metal Reinforcement	19,984	lbs. at $0.0525	1,049.16	
Concrete Handrail	113.5	lin. ft. at $4.50	510.75	
PA #1, Cement Adjustment	- 16.35	bbl. at $2.97	- 48.56	
				3,410.78
		Total Cost		$23,706.99

Contract 2426
Bridge Sub-Contract
Final Cost Analysis

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Struct. Excav. for Bridge, Unclassified	$52.38	30.4 Cu. Yd.	$1.72	$2.00	$60.80
Shoring, Cribbing etc.	174.60	100%	174.60	200.00	200.00
Class "A" Concrete	2,042.53	78.03 Cu. Yd.	26.18	21.00	1,638.63
Metal Reinforcement	981.01	19,984 Lbs.	0.0491	0.0525	1,049.16
Concrete Handrail	495.29	113.5 Cu. Yd.	4.36	4.50	510.75
PA #1, Cement Adjustment	______	- 16.35 Bbl.		2.97	- 48.56
	$3,745.81				$3,410.78

Total Cost	$3,745.81
Gross Revenue	3,410.78
Net Loss	$335.03

Net Loss Equals 9.82% of Gross Revenue

Contract 2426

Bridge Sub-Contract

Details of Cost

Labor:			
Supervision		$120.00	
Labor		1,038.05	
State Industrial Accident Insurance		46.32	
Unemployment Compensation		34.74	
Old Age Benefit		11.58	
			$1,250.69
Materials:			
Cement	132 bbl. at $2.97	$392.04	
Gravel	80 cu. yd. at $3.06	245.08	
Sand	45 " " " 3.32	152.75	
Metal Reinforcement	21,935 lbs. " 0.0421	923.46	
			1,713.33
Miscellaneous:			
Equipment Rental (Incl. Repairs)		$150.00	
Gas, Oil & Grease		65.05	
Form Lumber		326.37	
Move In		101.26	
Miscellaneous Expense		40.65	
Overhead Expense		33.20	
Home Office Expense		31.15	
Bond		34.11	
			781.79
	Total Cost		$3,745.81

Contract 2426

Bridge Sub-Contract

Remarks:

Bridge items were sub-contracted by J. F. Johnson at bid prices. All items showed a slight profit except the Class "A" concrete which showed a loss greater than the sum of the profits made on other items. Bridge work was started March 23rd, 1941 and was completed May 24th, 1941.

Work was well organized and supervised, but the sub-contract showed a loss due to an inadequate bid price on Class "A" concrete. Though near a cement plant, the price of cement was high. The price of aggregate was also high as it was hauled 26 miles from a commercial plant in Medford.

Contract 2426

Remarks:

This was a "Federal Aid Secondary Project" and consisted of construction of 2.83 miles of highway roadbed, a 50-foot reinforced concrete bridge and other incidental work. The contract was bid January 21st, 1941 and awarded February 12th. Work was started February 17th and completed May 31st, 1941.

Clearing consisted of removing fences, falling oak and fir trees and cleaning out vines and brush.

Excavation was done entirely by cats and scrapers, dozers and rippers. In addition to ripping about 1,500 lbs. of powder was used to loosen the cement gravel found in several cuts. Other cuts consisted of heavy clay which was difficult to dump from the scrapers. Several wet cuts increased the difficulty of grading operations, as did also a considerable fall of rain in April, and in May. Wet conditions also increased the cost of finishing operations.

All bridge items were sub-contracted at bid prices to J. F. Johnson.

This was a rather difficult job to do, but close supervision, new equipment and good prices made possible a small profit to the contractor.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

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S 234-5

2426

September 1, 1945

Mr. J. E. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate, three copies of right of way statement and three copies of form PR 46 for the Fisher Road-Oak Hill Section, Project No. S 234 (5).

One set of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
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WASHINGTON

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OCT 1 - 1941
OREGON
STATE HIGHWAY COMMISSION

September 30, 1941

FAS 234-E-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Revised proposals and preliminary estimate for Oregon Federal Aid Secondary Project No. FAS 234-E (1), the Fisher Road - Oak Hill Section of the Eugene-Swisshome Secondary Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By:
F. E. Andrews
Sr. Highway Engineer

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AUG 13 1941
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STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 12, 1941

FAS 234-E-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We notice that the Tabulation of Bids of July 17, 1941, and Notice to Contractors for the August 14th meeting all refer to the Fisher Road-Oak Hill Section of the Eugene-Swisshome Secondary Highway as FAS 239-E (1).

This should be FAS 234-E (1).

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

cc. to DeSart
to fix tab. of
bids rec'd.

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JUL 2 1941

FAS 234-E-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

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July 1, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Secondary Highway Project FAS 234-E (1), the Fisher Point-Oak Hill Section of the Eugene-Swisshome Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award of contract will be withheld pending receipt of advice that all rights of way have been acquired.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

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FAS 239-E-1

August 6, 1941

General Casualty Company of America
Dooly & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2426, for work on the Lake Creek-Hanley Ranch Section of the Little Butte Secondary, in Jackson County, has been completed by the contractor, E. L. Gates, and that final settlement will be made on or after August 16, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $25,050.05, including final payment, of which $167.46 is for force account work. This contract was completed on May 31, 1941, and accepted by the Commission on June 13, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. C. DeSart

R

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

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WASHINGTON

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PORTLAND, OREGON

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Ore. FAS 239-E (1)
Lake Creek-Hanley Ranch Sec.
Little Butte Highway

FAS 239-E-1

July 24, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

Jon

WA4PR 11234

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 239-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of May, 1941 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 8th day of June, 1937, a revised project statement, which was approved on the 6th day of August, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of January 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventeen thousand, one hundred twenty and 00/100 dollars ($17,120.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1927; Chap. 32, laws 1920;
(Include date and citation of act of legislature by which authorized)
Chap. 529, laws 1939.

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 542+00 in the NW 1/4, Section 19, T. 36 S.,
R. 2 E., W. M., and survey station 692+53 in the SW 1/4 Section 22,
T. 36 S., R. 2 E., W. M.

, length 2.835 miles, in Jackson County, being Section B(1) of Oregon Federal Aid Secondary project No. FAS 239, consisting of 2.826 miles of roadway and one bridge, of more than 20 feet clear span, 0.009 of a mile in length.

10—11370 GPO

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CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E(1) of said project shall not in any event exceed the sum of seventeen thousand, one hundred twenty and 00/100 dollars ($17,120.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-eight thousand, sixty and 45/100 dollars ($28,060.45), the approved total estimated cost of Section E(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

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JUL 22 1941

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUL 14 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Herman M. Oliver
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary ~~P~~roject No. FAS 239-B(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 20,060.45 as the total estimated cost of said project, and the sum of $ 17,180.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....

one thousand nine hundred and JUL 14 1941

Federal Works Administrator,

By H.J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

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FAS 239-E-1

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OREGON STATE HIGHWAY COMMISSION

July 15, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are returning herewith the four copies of form PR 47, for the Lake County Line-Hanley Ranch Section, Project No. FAS 239-E (1), on which copies the material requirements for the project have been listed.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

FORM E-30 REVISED 20M 9-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon.
July 14th., 1941

Subject: PR Form 47

To: Mr. S. H. Probert,
Office Engineer,
Salem, Oregon.

Dear Sir:

We are returning to you 4 copies of form PR 47 covering the Lake Creek - Hanley Ranch Section of the Little Butte Secondary Highway, Contract No. 2426.

Very truly yours,

Glenn E. Roberts

Glenn E. Roberts

cc Mr. K. D. Lytle

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FAS 239-E-1

July 10, 1941

General Casualty Company of America
Dooly & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. L. Oates, Trail, Oregon, on the Lake Creek-Hanley Ranch Section of the Little Butte Secondary Highway in Jackson County. This payment, in the amount of $1,338.40, will be made on or after July 21, 1941. The retained percentage is $754.54.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly,

OA Secretary

NOTED
D. G. DeSart

RECEIVED

FAS 239-E-1

P

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

~~Stencil No. 3.~~

IN YOUR REPLY PLEASE
REFER TO FILE No.________

July 7, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 239-E (1), Lake Creek-Hanley Ranch Section of the Little Butte Highway ________, was made by a representative of this office on June 20, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Iron

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JUL 9 1941
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FAS 239-E-1

Salem, Oregon
July 7, 1941

Mr. Glenn Roberts
Resident Highway Engineer
Grants Pass, Oregon

Dear Sir:

We have received the attached copies of form PR 47 from the Public Roads Administration with the request that they be forwarded to you to supply the information required by the form, for the Lake Creek-Hanley Ranch Section, Contract No. 2426.

The instructions for preparing form PR 47 are listed on the back of the enclosed copies.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

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PORTLAND, OREGON

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JUL 3 - 1941
STATE HIGHWAY COM

July 2, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received the customary notice of completion of Oregon Federal Aid Secondary Project FAS 239-E (1), Lake Creek-Hanley Ranch Section of Little Butte Secondary Highway, and the final inspection has been made. However, at that time the information necessary for completing the attached form PR-47 was not secured. Will you kindly have Resident Engineer Glenn Roberts furnish this information either through your office or direct to this office as you may prefer.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

VAN SCOY

Form E-1—5M—10-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

239-E-1

For Week Ending May 31st., 1941, 19

Section Lake Creek - Hanley Ranch

Kind of work 2.83 Mi. Grading and Bridge

Highway Little Butte Secondary

Section prefix 115 - 1011

Contractor E. L. Gates

Contract number 2-26

Date of contract February 12th., 1941, 19

Date of completion July 31st., 1941, 19

Date work started February 17th., 1941, 19

Estimated date of completion May 31st., 1941, 19

Amount of contract $ 25,509.50

Per cent of time elapsed 63.9% %

Estimated cost of completed project, exclusive of engineering $ 26,529.88

Per cent of contract completed, based on total contract price 100% %

Engineering cost to date, $ 1,440.00, 5.64% %

Date project was completed May 31st., 1941, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed job Saturday. Moved most of the equipment away.

Have most of the cross-sections plotted and inked.

NOTED
PAY WEE

NOTED
H. N. HACKETT

RECEIVED
JUN
OFFICE OF
ENGINEER

Signed E. Roberts.

Address P. O. Box 306, Grants Pass, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

NOTED
VAN SCOY

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.83				
Miles partially completed	xxxxxx				
Miles completed	2.83				
Total estimated quantities	44,000				
Estimated quantities moved or placed to date	44,000				
Average daily quantities Past Week	None				
Average daily quantities necessary to complete project on time	xxxxxx				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	6				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Warm		
Tuesday	Fair		
Wednesday	Rain	8	Rain
Thursday	Showers		
Friday	Showers		
Saturday	Cloudy		

STATE PRINTING DEPT.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

AL WORKS AGENCY
ADS ADMINISTRATION

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAS 239-E (1)
Lake Creek-Hanley Ranch Section
Little Butte Highway

May 7, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

MAY 8 1941
STATE [illegible]

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 239-E (1)
Lake Creek-Hanley Ranch Section
Little Butte Highway

May 7, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
APR 8 1941
FOR FILING

FAS 239-E-1

April 7, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Lake Creek-Hanley Ranch Section, Project No. FAS 239-E (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. FAS 239-E (1)

LAKE CREEK-HAMLEY RANCH SECTION
OF THE LITTLE BUTTE HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 21, 1941

Roadway

All Required		Clearing and Grubbing		$ 1,500.00
200	cu. yds.	Structural Excavation for Highway, Unclassified	$1.00	200.00
240	cu. yds.	Trench Excavation, Unclassified	.90	216.00
50,000	cu. yds.	General Excavation, Unclassified	.29	14,500.00
120,000	yd. Sta.	Short Overhaul	.01	1,200.00
1,200	C-yd.sta.	Long Overhaul	.25	300.00
5,000	lin. ft.	Rounding Cutbanks	.09	450.00
2.83	miles	Finishing Roadbed and Slopes	250.00	707.50
20	lin. ft.	12" Concrete Pipe	1.00	20.00
650	lin. ft.	18" Concrete Pipe	2.00	1,300.00
260	lin. ft.	24" Concrete Pipe	2.75	715.00
50	lin. ft.	36" Concrete Pipe	5.45	272.50
170	lin. ft.	18" Corr. Metal Pipe	2.35	399.50
40	cu. yds.	Riprap	1.50	60.00
			Subtotal	$ 21,840.50
			10% Engr. & Cont.	2,184.05
			Total	$ 24,024.55

Bridge (Sta. 659+70 to 660+20)

35	cu. yds.	Structural Excavation for Bridge, Unclassified	$ 2.00	$ 70.00
5	cu. yds.	Structural Excavation Below Plans	3.00	15.00
All Required		Shoring, Cribbing, etc.		200.00
84	cu. yds.	Class "A" Concrete	21.00	1,764.00
21,000	lbs.	Metal Reinforcement	.0525	1,102.50
115	lin. ft.	Concrete Handrail	4.50	517.50
			Subtotal	$ 3,669.00
			10% Engr. & Cont.	366.90
			Total	$ 4,035.90

Length of Roadway	2.826 miles
Length of Bridge	.009 mile
Total Length	2.835 miles
Cost per mile, Roadway	$ 8,501.25

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Roadway	$ 24,024.55	$ 14,658.00	$ 9,366.55
Bridge	4,035.90	2,462.00	1,573.90
	$ 28,060.45	$ 17,120.00	$ 10,940.45

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 579, laws 1939
State Funds for Maintenance: Chap. 579, laws 1939

239-E-1

March 5, 1941

Mr. E. L. Gates
Trail, Oregon

Dear Sir:

We are sending you today by parcel post a fully executed copy of Contract No. 2426 which was awarded to you by the State Highway Commission on February 12, 1941, covering the grading and construction of bridge on the Lake Creek-Hanley Ranch Section of the Little Butte Secondary Highway, in Jackson County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

239-E-1

March 5, 1941

GENERAL CASUALTY COMPANY OF AMERICA
Dooly & Company, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2426 which was awarded to E. L. Gates by the State Highway Commission on February 12, 1941, covering the grading and construction of bridge on the Lake Creek-Hanley Ranch Section of the Little Butte Secondary Highway, in Jackson County.

Inasmuch as you are surety for the contractor on this job we are sending you this copy of the contract for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MBL

RECEIVED
FOR FILING

RECEIVED
FEB 17 1941
STATE HIGHWAY COMMISSION

DOOLY & CO.

Representing GENERAL Insurance

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

ATwater 8311
BOARD OF TRADE BUILDING
PORTLAND, OREGON

FAS-239-E-1
~~115-1941~~

February 15th, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:-

RE: CONTRACT NO. 2426- E. L. GATES

We thank you for your favor of the 13th instant advising you are sending us contracts in connection with above. We have now completed same by the Contractor and Surety and are returning them to you today via express.

Trusting you find these documents in order, we are

Yours very truly

DOOLY AND CO

By

GWS-S

Received 2-17-41 D.G.D.

NOTED
D.G. DeSart

RECEIVED
FEB 14 '41
FOR FILING

FAS-239-E1

February 13, 1941

General Casualty Company
Dooly & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2426, which was awarded to E. L. Gates by the State Highway Commission on February 12, 1941, covering the Lake Creek-Hanley Ranch Section of the Little Butte Secondary Highway in Jackson County.

Kindly have all four copies of this contract executed as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the contractor.

Special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. The contractor is expected to accept the terms of this act and to carry on his work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - E. L. Gates
Trail, Oregon

RECEIVED
JUN 2 1941
FOR FILING

FAS 239-E-1

4c

February 12, 1941

Mr. E. L. Gates
Trail, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for 2.83 miles grading and construction of one reinforced concrete bridge on the Lake Creek-Hanley Ranch Section of the Little Butte Secondary Highway, in Jackson County, based on your low bid of $25,509.50 submitted on January 21, 1941

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

WC:AH

cc - S. H. Probert
G. S. Paxson

See confirmed

m

the account of ________________ $________

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON FEBRUARY 12 1941

E. L. GATES
TRAIL OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING AND BRIDGE CONSTRUCTION ON LAKE CREEK-HANLEY RANCH SECTION OF LITTLE BUTTE SECONDARY HIGHWAY BASED ON YOUR LOW BID SUBMITTED JANUARY 21, 1940. CONTRACT FORMS FOLLOW SHORTLY.

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

FAS 239-E(1).

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
FEBRUARY 12, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

ALL RIGHTS OF WAY REQUIRED FOR LAKE CREEK-HANLEY RANCH PROJECT ARE NOW ACQUIRED. MAY WE HAVE YOUR CONCURRENCE IN AWARD OF CONTRACT TODAY TO E. L. GATES

R. H. BALDOCK

FAS 1-L-1

STANDARD TIME INDICATED
RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS
TO POSTAL TELEGRAPH

Form 16

Postal Telegraph

(16)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

1941 FEB 12 PM 2 24

R45 19/18 GOVT=NX PORTLAND ORE 12 208P
R H BLADOCK=
STATE HIGHWAY ENGINEER SALEM ORE=

:REURTEL TODAY WE HEREBY CONCUR IN AWARD OF CONTRACT FOR FAS 239-E(1) TO E L GATES=
ANDREWS.

RECEIVED

FAS 239-E(1).

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
FEBRUARY 12, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

ALL RIGHTS OF WAY REQUIRED FOR LAKE CREEK-HAMLEY RANCH PROJECT ARE NOW ACQUIRED. MAY WE HAVE YOUR CONCURRENCE IN AWARD OF CONTRACT TODAY TO E. L. GATES

R. H. BALDOCK

, FAS 337-E-1

Charge to the account of ______________________ $ ________

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCOUNTING INFORMATION	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
FEBRUARY 12, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

ALL RIGHTS OF WAY REQUIRED FOR LAKE CREEK-HAMLEY RANCH PROJECT ARE NOW ACQUIRED. MAY WE HAVE YOUR CONCURRENCE IN AWARD OF CONTRACT TODAY TO E. L. GATES

R. H. BALDOCK

RECEIVED

FAS 239-E-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1941

Subject: R8710, R8711, R8712,
R8713, and R8714

To: Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

Reference is made to the Lake Creek-Hanley Ranch project, on which bids were received at the last meeting of the Highway Commission. At that time we had not secured options on the following properties:

8710	Ella E. Meyer
8711	M. F. Hanley, Jr.
8712	Mike Sidley, Jr.
8713	Lloyd L. Damon, et ux.
8714	T. L. Farlow, et al.

Since the meeting options have been secured and on Wednesday, February fifth, the properties were examined on the ground with Mr. Clough and the settlements were approved by him. On Friday, February seventh, I went over the settlements in detail with Mr. Cabell and he gave the settlements his approval.

Yesterday, February tenth, I called Mr. Herman Oliver at John Day, advising him of the action which had been taken by Mr. Clough and Mr. Cabell. He authorized approval of the settlements, so from a right of way standpoint the project now is clear for the awarding of the contract.

Yours very truly,

J.W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. S. H. Probert
Mr. H. G. Smith

NOTED
State Highway Engineer

RECEIVED
JAN 7 1941
FOR FILING

FAS 239-E-1

January 6, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

This letter is to assure you that the Highway Commission understands that in requesting federal cooperation, in connection with the Lake Creek-Hanley Ranch Project, Project FAS 239-E (1), it obligates itself to provide a suitable surfacing for the project when traffic conditions warrant the construction of such surfacing.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

rge to the account of ______________________ $ __________

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1317-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JANUARY 6, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

HIGHWAY COMMISSION AGREES TO SURFACE LAKE CREEK-HANLEY RANCH PROJECT WHEN TRAFFIC CONDITIONS WARRANT

R. H. BALDOCK

Little Butte Second.

W H Lynch
W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 6, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Secondary Project No. 239-E (1), the Lake Creek-Hanley Ranch Section of the Little Butte Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award of contract will be withheld pending securing of the necessary right of way.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

January 3, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and five copies of form PR 46, showing material requirements for the Lake Creek-Hanley Ranch Section, Project No. FAS 239-E (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. FAS 839-E (1)

LAKE CREEK-HANLEY RANCH SECTION
OF THE LITTLE BUTTE HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 3, 1941

Roadway

All Required		Clearing and Grubbing		$ 1,500.00
200	cu. yds.	Structural Excavation for Highway, Unclassified	$ 1.50	300.00
240	cu. yds.	Trench Excavation, Unclassified	1.00	240.00
50,000	cu. yds.	General Excavation, Unclassified	.30	15,000.00
120,000	yd. sta.	Short Overhaul	.008	960.00
1,200	C-yd.sta.	Long Overhaul	.40	480.00
5,000	lin. ft.	Rounding Cutbanks	.10	500.00
2.83	miles	Finishing Roadbed and Slopes	200.00	566.00
20	lin. ft.	12" Concrete Pipe	1.10	22.00
650	lin. ft.	18" Concrete Pipe	2.00	1,300.00
260	lin. ft.	24" Concrete Pipe	3.00	780.00
50	lin. ft.	36" Concrete Pipe	5.50	275.00
170	lin. ft.	18" Corr. Metal Pipe	2.00	340.00
40	cu. yds.	Riprap	2.50	100.00
			Subtotal	$ 22,363.00
			10% Engr. & Cont.	2,236.30
			Total	$ 24,599.30

Bridge (Sta. 659+70 to 660+20)

35	cu. yds.	Structural Excavation for Bridge, Unclassified	$ 2.00	$ 70.00
5	cu. yds.	Structural Excavation Below Plans	5.00	25.00
All Required		Shoring, Cribbing, etc.		100.00
84	cu. yds.	Class "A" Concrete	25.00	2,100.00
21,000	lbs.	Metal Reinforcement	.06	1,260.00
115	lin. ft.	Concrete Handrail	5.00	575.00
			Subtotal	$ 4,130.00
			10% Engr. & Cont.	413.00
			Total	$ 4,543.00

Length of Roadway	2.826 miles
Length of Bridge	.009 mile
Total Length	2.835 miles
Cost per mile, Roadway	$ 8,677.00

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Roadway	$ 24,599.30	$ 15,008.00	$ 9,591.30
Bridge	4,543.00	2,772.00	1,771.00
	$ 29,142.30	$ 17,780.00	$ 11,362.30

LAKE CREEK-HANLEY RANCH SECTION

PROJECT NO. FAS 239-E (1)

While negotiations for right of way are in progress, six parcels have not been acquired, nor has the right to occupy and use the parcels been secured, but it is now believed that all necessary right of way can be made fully available within seventeen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

January 3, 1941

PR 46
Roadway (Lake Cr.-Hanley Ranch Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Feb. 3, 1941 State Oregon

Completion Date (Est.) July 31, 1941 Project No. FAS 239-E (1)

Estimated Total Cost Roadway $ 24,599.30 Length: Miles 2.826

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	75	6	Metal culvert pipe	Lb.	300
2	Aggregates	Cy.	65	7	Reinforcing steel	Lb.	2,800
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	12,000
5	Timber piling	Lft.					

PR 46

Bridge (Lake Creek-Hanley Ranch Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for ~~Roadway~~ Bridge
(To Accompany P.S. & E.)

Starting Date (Est.) Feb. 3, 1941
State Oregon
Completion Date (Est.) July 31, 1941
Project No. FAS 239-E (1)
Estimated Total Cost Bridge $ 4,543.00
Length: Miles .009

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	143	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	140	7	Reinforcing steel	Lb.	23,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	12	10	Explosives	Lb.	
5	Timber piling	Lft.					

CONTRACT# [redacted] 2427

109-1016 Bend-Forest Boundary Sec.
Century Drive Secondary Hwy. 1941

2427

RECEIVED

Form E-116—5M—7-44

O GON STATE HIGHWAY DEPARTM T

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date Mar. 16 1946

Job name Bend- Forest Boundary

Week from Mar. 11 to Mar. 16

Mail address 1290 Wall St., Bend

Highway Century Drive

Telegraph or telephone address "

County Deschutes

Job Prefix ~~4844-100~~ 109-1016

Express and freight address "

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

(Mon & Tues. on Sunset Hwy job)

Wed., March 13 – Prospected east rim of Tumalo Cr. canyon from the Shevlin Park Rd. south to City of Bend water supply line in search of gravel deposits.

Thurs., March 14 – Located 15,000 cu. yds of medium to fine gravel on Skyliner's Road (Rd. to Tumalo Falls) 1.3 mi. west of M.P. 0.92.

Friday, Mar. 15 – Dug test pit in gravel located yesterday, sent sample to Salem.

Showed Mr. Chandler this deposit of gravel.

Sat., March 16 – Scouted wash where gravel was found for other indications of this material nearer highway.

On reports.

RECEIVED
MAR 18 1946
OFFICE OF
ENGINEER

NOTED
RAY WEBBER

NOTED
H. W. LIBBY

Signed Springer

Title Engr. Sp.

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER CONDITIONS A. M.	WEATHER CONDITIONS P. M.
Sunday	cloudy-	cool
Monday	threatening-	rain
Tuesday	Rain	
Wednesday	Partly	cloudy
Thursday	cold	
Friday	snow flurries	cloudy
Saturday	Hazy	

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party .... self

Salary expense this week 30.97

All other expenses this week ....

Previous total expenditures this survey .... —

Total expenditures including this week 30.97

Survey will be completed about .... Mar. 16

Completed survey will cost about ....

Per mile cost of survey will be about ....

STATE PRINTING DEPT.

NOTED
D. DeSart

RECEIVED
SEP 12 1941
FOR FILING

OREGON STATE HIGHWAY COMMISSION
[illegible]

109-1016

September 11, 1941

General Casualty Company of America
Dooly & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2427 for grading, surfacing and oiling the Bend-Forest Boundary Section of the Century Drive Secondary Highway in Deschutes County has been completed by the contractors Babler Brothers and that final settlement will be made by the state with said contractors on or after September 22, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $43,185.00, including final payment of which $232.54 is for force account work. This contract was completed on May 7, 1941 and accepted by the Commission June 13, 1941.

Yours very truly,

OA

Secretary

NOTED
D . DeSart

RECEIVED
FORM E-10 25M 3-41
FOR FILING

R

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

109-1016

Bend, Oregon
June 21, 1941

Subject: Price Agreement on
Bend-Forest Boundary contract

To: Mr. S. H. Probert
Office Engineer
Salem, Oregon

Dear Sir:

Referring to your letter of June 20 concerning the price agreement on 93.6 cu. yds. of excess ¼" - 0", I would advise that I will have a price agreement made out and signed by the contractor.

I very much agree with your suggestion regarding using a percentage of this material instead of a definite amount, and in the future we will carry this in our special provisions.

Very truly yours,

Wm. E. Chandler
Division Engineer

WEC
geh

cc H. G. Smith

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon
June 20, 1941

To:

Mr. W. E. Chandler
Highway Division Engineer
1290 Wall Street
Bend, Oregon

Dear Sir:

Reference is made to your letter of June 18, concerning the allowance of payment at regular contract price for 93.6 cubic yards of excess ¼" - 0" materials produced in connection with the Bend-Forest Boundary contract.

While there is, theoretically, some justice in making an allowance of this kind, there are numerous other equally justifiable situations in connection with variations in contract quantities of which we take no cognizance. We feel, therefore, that a mistake has been made in agreeing with the contractor to such an allowance, and this letter is not to be construed as an approval of similar allowances in connection with other contracts.

If you feel that you have definitely obligated yourself to make this allowance, please submit a price agreement covering the same, as the making of the payment is specifically contrary to the provisions of the contract.

If there is any reason to believe that our present policy of specifying a definite number of cubic yards as the limit of pay quantities for ¼" - 0" materials, is working a hardship on the contractors, we might specify the limit as a percentage of the total of the other sizes of stockpiled materials.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to H. G. Smith

FORM E-90 25M 3-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
June 18, 1941

Subject: Bend-Forest Boundary Section

To: Mr. S. H. Probert
Office Engineer
Salem, Oregon

Dear Sir:

I note in a copy of your letter of June 2, 1941 to Emory Johnston in connection with the Bend-Forest Boundary final check that you have deducted 95 cu. yds. from the ¼" - 0" crushed gravel in stockpile. I wish to call your attention to the agreement with the contractor that caused this amount to be allowed. There was an underrun in the 1" - 0" surfacing as follows:

1" - 0" Surfacing	11,500	tons--Original Contract Amount
	11,031.8	" --Actual
	468.2	" --Decrease

Due to this the contractor was authorized to increase his maintenance materials as follows:

3/4" - ½"	Maintenance Rock	250	cu. yds.
1/2" - ¼"	" "	195	" "
		445	" " Total

Original Quantity of M.R.	3/4" - ½"	2800 cu. yds.
" " " "	1/2" - ¼"	2160 " "
	Total	4960 cu. yds.

445 is 9% of Total of 4960 cu. yds.

Due to the authorized increase in the 3/4" - ½" and ½" - ¼" material amounting to 445 cu. yds., an increase naturally would be made in the ¼" - 0". The contractor was told he would be allowed this natural increase in these rejects in the same percentage that the two sizes were authorized to be increased. 9% of 445 cu. yds. is 93.6 cu. yds. called 95 cu. yds. This is the method of arriving at the increase in this ¼" - 0" from 1135 to 1040 cu. yds., which makes a difference to the contractor of $52.25.

The road surfacing seldom checks out with the original estimate, and I like to allow the difference in maintenance materials. It seems to me to be a fair practise and for this reason the limiting clause in the contract should not apply.

As a matter of fact I have a similar condition coming up on the Sage Hen Hill Section in which the quantities in grading are going to underrun slightly, therefore I wish to increase the maintenance materials a small amount.

Will you please advise if this practise is permissible.

Very truly yours,

Wm. E. Chandler
Division Engineer

WEC
geh

cc H. G. Smith

RECEIVED
JUN 13 1941
FOR FILING

109-1016

June 2, 1941

GENERAL CASUALTY COMPANY OF AMERICA
Doely & Company, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Brothers on Contract No. 2427, Bend-Forest Boundary Section of the Century Drive Secondary Highway in Deschutes County. This payment, in the amount of $2,749.43, will be made on or after June 12, 1941. The retained percentage is $1,295.17.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unpaid, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:MBL

NOTED
D. G. DeSart

Form E-1—5M—3-39

EGON STATE HIGHWAY COMMIS ON

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 24, 1941, 193

Section	Bend - Forest Boundary	*Kind of work*	Grading, Surfacing and Oiling
Highway	Century Drive Secondary	*Section prefix*	109-1016
Contractor	Babler Bros.	*Contract number*	2427
Date of contract	2-18-41, 193	*Date of completion*	7-31-41, 193
Date work started	3- 8-41, 193	*Estimated date of completion*	May 7, 1941, 193
Amount of contract	$ 39,549.00	*Per cent of time elapsed*	58 %

Estimated cost of completed project, exclusive of engineering $ 43,172.45

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2026.85, 5.1 % *Date project was completed* May 7, 1941, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

One man in the office completed computations for the final estimate. Estimate and supporting data submitted to the Division Office Saturday.

FINAL REPORT

NOTED
H. N. HACKET

NOTED
RAY WEBBE

RECEIVED
MAY 2 6 194
OFFICE OF
[illegible] ENGINE

Signed E G Johnston

Address Bend, Oregon,

NOTED
VAN SCOY

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.93	6.84		9.84	
Miles partially completed					
Miles completed	0.93	6.84		9.84	
Total estimated quantities	3475	11031	7241	329.59	
Estimated quantities moved or placed to date	3474	11031	7421	329.59	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED

109-1016

6

March 4, 1941

GENERAL CASUALTY COMPANY OF AMERICA
Dooly & Company, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2427 which was awarded to Babler Bros. by the State Highway Commission on February 18, 1941, covering the grading, surfacing, and oiling of the Bend-Forest Boundary Section of the Century Drive Secondary Highway, in Deschutes County.

Inasmuch as you are surety for the contracting firm on this job we are sending you this copy of the contract for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MRD

RECEIVED

109-1016

a

March 4th, 1941

BABLER BROS.
1636 S. E. 6th Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2427 which was awarded to you by the State Highway Commission on February 18, 1941, covering the grading, surfacing, and oiling of the Bend-Forest Boundary Section of the Century Drive Secondary Highway, in Deschutes County.

This copy is for your records and files. We are also sending an executed copy of the contract to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MBL

RECEIVED

129-1016

February 19, 1941

Babler Bros.
1636 S. E. 6th Ave.
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2427 which was awarded to you by the State Highway Commission on February 18, covering the Bend-Forest Boundary Section of the Century Drive Secondary Highway, in Deschutes County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

RECEIVED
JUL 1 8 1941
FOR FILING

199-7016

4c

February 18, 1941

Babler Bros.
1636 S. E. 6th Avenue
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for 0.93 mile grading, 6.85 miles roadbed shaping, 6.85 miles surfacing, and 9.85 miles oiling on the Bend-Forest Boundary Section of the Century Drive Secondary Highway, in Deschutes County. This award was based on your low bid of $39,549.00 submitted on January 21, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

HBG:AM Secretary

cc - S. H. Probert
G. E. Parson

get confirmed

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON FEBRUARY 18 1941

BABLER BROS.
1636 S. E. 6th AVENUE
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR BEND-FOREST BOUNDARY SECTION OF CENTURY DRIVE SECONDARY HIGHWAY BASED ON YOUR LOW BID SUBMITTED JANUARY 28, 1941. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

CONTRACT# [redacted] 242[redacted] Cancelled

2428 Cancelled

CONTRACT #2429

SN-FAP 24-2 Ramsay-Blalock Sec., 1941
Columbia River Hwy.
#2429

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4 1945
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

24-2

December 26, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 24(2)
Ramsay-Blalock Section
Columbia River Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
DEC 27 1944
OREGON
STATE HIGHWAY COMMISSION

Jos

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#24pr-11604

Oregon Federal Aid Project No. SN-FAP 24(2)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on July 8, 1941 by The Oregon State Highway Commission and on August 13, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 24(2);

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested an increase in the Federal share payable on account of said project as authorized in Section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.), and has requested that the Federal funds approved and set aside to the credit of the project be increased from $56,390.00 to $65,780.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-five thousand, seven hundred eighty and 00/100 dollars ($65,780.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of sixty-five thousand, seven hundred eighty and 00/100 dollars ($65,780.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ninety-two thousand, four hundred thirty-four and 10/100 dollars ($92,434.10), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on October 24 1944, and the Administrator on NOV 21 1944.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission

By ______________________
Member, State Highway Commission

By ______________________
Member, State Highway Commission

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By H.E. O'Leary
Acting Commissioner of Public Roads

Oregon Federal Aid Project No. SN-FAP 24(2)

Form PR. 3—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SE-FAP 24(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 92,434.10 in lieu of the $58,390.00 approved by certificate dated August 15, 1941 as the total estimated cost of said project, and the sum of $ 65,780.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....

one thousand nine hundred and NOV 21 1944

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139-1

Form PR. 3—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SN-FAP 24(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 92,434.10 In lieu of the $56,390.00 approved by Certificate dated August 13, 1941 as the total estimated cost of said project, and the sum of $ 65,780.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and NOV 21 1944

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139-1

24-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 9, 1944

RECEIVED
OCT 10 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office for Oregon SN-FAP 24(2), Ramsay-Blalock Section of the Columbia River Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jor

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FOR FILING

24-2

September 8, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Ramsey-Blalock Section, Project No. SN-FAP 24 (2).

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. [illegible]-FAP 24 ([illegible])

RAMSAY-BLALOCK SECTION OF THE
COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate as basis for modified agreements. Based on low bid prices.)

Salem, Oregon, February 3, 1944

Work Performed Prior to May 27, 1941

All Required		Clearing and Grubbing (90%)		$ 900.00
All Required		Removal of Concrete Box Culvert (90%)		[illegible]
[illegible],100	cu. yds.	Structural Excavation for Highway, Unclassified	$ 2.00	4,[illegible]
[illegible]17	cu. yds.	Trench Excavation, Unclassified	1.00	2,[illegible]
47,000	cu. yds.	General Excavation, Unclassified	.35	16,450.00
41,000	yd. stas.	Short Overhaul	[illegible]	[illegible]
5,400	C-yd.stas.	Long Overhaul	[illegible]	1,[illegible]
300	lin. ft.	Rounding Outbanks	.10	[illegible]
60	lin. ft.	18" Concrete Pipe	2.00	120.00
150	lin. ft.	24" Concrete Pipe	3.00	[illegible]
80	lin. ft.	36" Concrete Pipe	6.00	480.00
20	cu. yds.	Structural Excavation for Bridge, Unclassified	2.00	40.00
All Required		Shoring, Cribbing, Etc. (90%)		[illegible]
75	cu. yds.	Class "A" Concrete	23.00	1,725.00
6,000	lbs.	Metal Reinforcement	.06	360.00
1,120	cu. yds.	Salvaging Surfacing Materials	.60	672.00
570	tons	3/4" - 0" Reject Materials in Leveling Course	.70	399.00
690	M-gals.	Sprinkling	1.25	[illegible]12.50
			Subtotal	$25,000.50
			10% Engr. & Cont.	2,500.05
			Total	$27,500.55

Work Performed Subsequent to May 27, 1941

All Required		Clearing and Grubbing (10%)		$ 100.00
All Required		Removal of Concrete Box Culvert (10%)		25.00
90	cu. yds.	Structural Excavation for Highway, Unclassified	$ 2.00	180.00
33	cu. yds.	Trench Excavation, Unclassified	1.00	33.00

37,000	cu. yds.	General Excavation, Unclassified	$ .35	$12,950.00
219,000	yd. stas.	Short Overhaul	.01	2,190.00
5,000	C-yd.stas.	Long Overhaul	.30	1,500.00
3,900	lin. ft.	Rounding Cutbanks	.10	390.00
3.06	miles	Finishing Roadbed and Slopes	500.00	1,530.00
450	lin. ft.	18" Concrete Pipe	2.00	900.00
70	lin. ft.	24" Concrete Pipe	3.00	210.00
90	lin. ft.	36" Concrete Pipe	6.00	540.00
240	lin. ft.	Salvaging Culvert Pipe	1.00	240.00
35	cu. yds.	Structural Excavation for Bridge, Unclassified	2.00	70.00
10	cu. yds.	Structural Excavation Below Elevation Shown, Unclassified	5.00	50.00
All Required		Shoring, Cribbing, Etc. (10%)		10.00
5	cu. yds.	Class "A" Concrete	23.00	115.00
1,000	lbs.	Metal Reinforcement	.06	60.00
25	only	Wood Sight Posts	4.00	100.00
680	cu. yds.	Salvaging Surfacing Materials	.60	408.00
6,330	tons	3/4" - 6" Reject Materials in Leveling Course	.70	4,431.00
11,000	tons	4½" - 2" Rock in Base	.84	9,240.00
7,000	tons	3/4" - 0" Rock in Base and Shoulders	.95	6,650.00
350	M-gals.	Sprinkling	1.25	437.50
3.06	miles	Preparation of Base	100.00	306.00
5,700	tons	Furnishing and Placing Aggregates	1.60	9,120.00
280	tons	Furnishing and Placing 121-150 Asphalt	22.50	6,300.00
42	tons	Furnishing and Placing RC-4 or Emulsified Asphalt	22.50	945.00
			Subtotal	$59,030.50
			10% Engr. & Cont.	5,903.05
			Total	$64,933.55

Length of Roadway 3.064 miles
Cost per mile $30,167.78

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Prior to May 27, 1941	$27,500.55	$16,800.00	$10,700.55
Work Subsequent to May 27, 1941	64,933.55	48,980.00	15,953.55
	$92,434.10	$65,780.00	$26,654.10

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

R.H. Baldock

24-2

R

January 9th, 1942

FINAL COST ANALYSIS

Ramsey-Blalock Grading, Bridge & Bit. Macadam Surfacing — Columbia River Highway
Contract No. 2429 — Leonard & Slate, Contractors — Prefix 11-1108
J. E. Peck, Resident Engineer

RECEIVED
JAN 20 1942

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$399.57	100%	$399.57	1000.00	$1,000.00
Removal of Concrete Box Culvert	235.83	100%	235.83	250.00	250.00
Structural Exc. for Hwy., Unclassified	534.46	270.4 Cu. Yd.	1.98	2.00	540.80
Trench Exc., Unclass.	28.56	27.1 " "	1.05	1.00	27.10
General " "	21,639.63	75,430.9 " "	0.287	0.35	26,400.82
Short Overhaul	2,365.72	218,111 Yd. Sta.	0.011	0.01	2,181.11
Long "	1,788.62	8,214.8 C Yd. Sta.	0.218	0.30	2,464.44
Rounding Cutbanks	199.71	1,315 Lin. Ft.	0.15	0.10	131.50
Finishing Roadbed & Slopes	3,378.47	3.06 Mile	1104.07	500.00	1,530.00
18" Concrete Pipe	611.00	360 Lin. Ft.	1.70	2.00	720.00
24" " "	398.44	153 " "	2.60	3.00	459.00
36" " "	1,397.09	232 " "	6.02	6.00	1,392.00
Salvaging Culvert Pipe	25.86	36 " "	0.72	1.00	36.00
Structural Exc. for Bridge, Unclassified	32.83	20.1 Cu. Yd.	1.63	2.00	40.20
Shoring, Cribbing etc.	95.59	100%	95.59	100.00	100.00
Class "A" Concrete	1,277.89	76.16 Cu. Yd.	16.78	23.00	1,751.68
Metal Reinforcement	436.96	6,543 Lb.	0.067	0.06	392.58
Wood Sight Posts	86.74	25 Each	3.47	4.00	100.00
Salvaging Surf. Mat'l.	823.33	1,130 Cu. Yd.	0.73	0.60	678.00
*3/4"-0 Reject Mat'l in Leveling Course	4,307.36	6,153.373 Ton	0.70	0.70	4,307.36
*4½"-2" Rock in Base	8,632.68	10,277.0 "	0.84	0.84	8,632.68
*3/4"-0 " " " & Shoulders	9,631.88	10,138.817 "	0.95	0.95	9,631.88

NOTED
State Highway Engineer

Ramsey-Blalock Final Cost Analysis.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
*Sprinkling	$4,165.88	3,332.7 M-Gal.	$1.25	$1.25	$4,165.88
*Preparation of Base	306.00	3.06 Mile	100.00	100.00	306.00
*Furn. & Place Aggregate	9,002.03	5,626.27 Ton	1.60	1.60	9,002.03
* " " " 121-150 Asph.	6,414.75	285.1 "	22.50	22.50	6,414.75
* " " " RC-4 Asphalt	894.17	39.741 "	22.50	22.50	894.17
*3/4"-½" Cr. Rock in S.P.	768.70	768.7 Cu. Yd.	1.00	1.00	768.70
*½"-¼" " " " "	339.30	339.3 " "	1.00	1.00	339.30
*¼"-10 Mesh " " "	150.00	150.0 " "	1.00	1.00	150.00
*SP ¼"-0 Screen Rejects in S.P.	87.75	351 " "	0.25	0.25	87.75
*SP 4½"-2" " " " "	48.35	193.4 " "	0.25	0.25	48.35
*SP 1¼"-3/4" " " "	17.43	69.7 " "	0.25	0.25	17.43
*SP ¼"-10 Mesh " " "	3.65	14.6 " "	0.25	0.25	3.65
*SP Hauling Rejects, Mile Meas.	0.58	7.3 Yd. Mi.	0.08	0.08	0.58
*SP Haul Adjustment in Favor of State		1,887		0.07	- 132.09
PA #1, Cement Adjustment		3.75 Bbl.	2.77		- 10.39
Force Account	301.06			301.06	301.06
	$80,827.87				$85,124.32

* Items done by Babler Bros., sub-contractors.

Gross Revenue	$85,124.32
Total Cost	80,827.87
Net Profit	$4,296.45

Net Profit Equals 5.0% of Gross Revenue

Detail of Cost

Labor:

Supervision	$1,272.00	
Labor	9,357.46	
State Industrial Accident Insurance	669.66	
Social Security & Unemployment Insurance	425.18	$11,724.30

Materials:

18" Concrete Pipe	360	lin. ft.	at $1.25	$450.00	
Wood Sight Posts	25	each	" 0.60	15.00	
Hardware & Paint	All			28.07	
Steel	6,543	lbs.	" 0.449	293.78	
Cement	130.5	bbl.	" 2.77	363.24	
Sand	36	cu. yd.	" 1.50	54.00	
Gravel	71	" "	" 1.85	131.35	1,335.44

Miscellaneous:

Equipment Rental (Incl. Repairs)	$14,098.91	
Hired Trucks	436.04	
Gas, Oil & Grease	3,511.39	
Lumber	71.45	
Explosives	457.26	
Small Tools, Supplies & Misc.	1,288.37	
Freight & Cartage	543.42	
Home Office & Overhead	1,312.65	
P.U.C.	86.10	
Railroad Bond	490.42	
Bond	833.70	23,129.71

Sub-Contract:

3/4"-0 Reject Mat'l in Leveling Course	6,153.373	tons at	$0.70	$4,307.36
4½"-2" Rock in Base	10,277.0	" "	0.84	8,632.68
3/4"-0 Rock in Base & Shoulders	10,138.817	" "	0.95	9,631.88
Sprinkling	3,332.7	M-Gal.	1.25	4,165.88
Preparation of Base	3.06	Mi.	100.00	306.00
Fur. & Place Agg.	5,626.27	tons at	1.60	9,002.03
" " " 121-150 Asphalt	285.1	" "	22.50	6,414.75
" " " RC-4 Asphalt	39,741	" "	22.50	894.17
3/4"-½" Cr. Rock in Stockpile	768.7	cu. yd. at	$1.00	768.70
½"-¼" Cr. Rock in S.P.	339.3	" " "	1.00	339.30

Detail of Cost.

Sub-Contract (Cont'd):

¼"-10 Mesh Cr. Rock in S.P.	150.0	cu. yd.	at	$1.00	$150.00	
SP ¼"-0 Screen Rejects in Stockpile	351.0	" "	"	0.25	87.75	
SP 4½"-2" Screen Rejects in Stockpile	193.4	" "	"	0.25	48.35	
SP 1¼"-3/4" Screen Rejects in Stockpile	69.7	" "	"	0.25	17.43	
SP ¼"-10 Mesh Screen Rejects in Stockpile	14.6	" "	"	0.25	3.65	
SP Hauling Screen Rejects, Pile Measure	7.3	yd. mi.	"	0.08	0.58	
SP Haul Adjustment in Favor of State	- 1,887	" "	"	0.07	- 132.09	$44,638.42
						$80,827.87

Ramsey-Blalock

Final Cost Analysis
Crushing & Oiling

Babler Brothers

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-0 Reject Mat'l in Leveling Course	$4,922.70	6,153.373 Tons	$0.80	$0.70	$4,307.36
4½"-2" Rock in Base	8,221.60	10,277.0 "	0.80	0.84	8,632.68
3/4"-0 " " " & Shoulders	8,111.07	10,138.817 "	0.80	0.95	9,631.88
Sprinkling	2,699.49	3,332.7 M-Gal.	0.81	1.25	4,165.88
Preparation of Base	336.60	3.06 Mile	110.00	100.00	306.00
Furn. & Place Aggregates	6,357.69	5,626.27 Tons	1.13	1.60	9,002.03
" " " 121-150 Asphalt	5,727.66	285.10 "	20.09	22.50	6,414.75
" " " RC-4 Asph.	762.61	39.741 "	19.19	22.50	894.17
3/4"-½" Cr. Rock in S.P.	767.16	768.7 Cu. Yd.	0.998	1.00	768.70
½"-¼" " " " "	338.62	339.3 " "	0.998	1.00	339.30
¼"-10 Mesh " " "	149.70	150.0 " "	0.998	1.00	150.00
SP ¼"-0 Screen Rejects in Stockpile	87.75	351.0 " "	0.25	0.25	87.75
SP 4½"-2" Screen Rejects in S.P.	48.35	193.4 " "	0.25	0.25	48.35
SP 1¼"-3/4" Screen Rejects in S.P.	17.43	69.7 " "	0.25	0.25	17.43
SP ¼"-10 Mesh Screen Rejects in S.P.	3.65	14.6 " "	0.25	0.25	3.65
SP Hauling, Pile Measure	0.58	7.3 Yd. Mi.	0.08	0.08	0.58
SP Haul Adjustment in Favor of State		1,887 " "		0.07	- 132.09
	$38,552.66				$44,638.42

Gross Revenue	$44,638.42
Total Cost	38,552.66
Net Profit	$6,217.85

Net Profit Equals 13.9% of Gross Revenue

Detail of Cost

Work Done by Babler Bros.

Labor:			
Supervision		$1,409.97	
Labor		8,374.53	
State Industrial Accident Insurance		763.19	
Social Security & Unemployment Insurance		391.38	
			$10,939.07
Materials:			
121-150 Asphalt	285.1 Tons at $7.50	$2,138.25	
RC-4 Asphalt	39.741 " " 11.50	457.03	
Freight on Asphalt		2,858.77	
			5,454.05
Miscellaneous:			
Gas, Oil & Grease		$2,627.79	
Equipment Rental (Incl. Repairs)		11,542.90	
Hired Trucks (Incl. Gas, Oil & Grease but not Drivers)		4,650.16	
Small Tools, Supplies & Miscellaneous		995.99	
Home Office & Overhead - 3%		1,338.38	
Bond		446.10	
Freight & Cartage		195.67	
			21,796.99
Total Cost			$38,190.11

Analysis of Crushing Costs

Quinton-Ramsey & Ramsey-Blalock Jobs Combined

	Cost	Quantity	Unit Cost
Move In & Set Up	$1,831.66	58,643.1 Tons	$0.031
Load & Haul Mat'l to Plant	8,533.03	" "	0.146
Plant Operation	18,480.21	" "	0.315
	$28,844.90	58,643.1 Tons	$0.49

Sizes & Quantities of Crushed Rock

Ramsey-Blalock Section:		
3/4" - 0 Reject Mat'l in Leveling Course	6,153.37	Tons
4½" - 2" Rock in Base	10,277.0	"
3/4" - 0 " " " & Shoulders	10,138.82	"
Mineral Aggregates	5,626.77	
Rock in Stockpile - 1,258.0 Cu. Yd.	1,509.60	"
Screen Rejects in Stockpile - 628.70 Cu. Yd.	754.44	"
Quinton-Ramsey Section:		
3/4" - 0 Reject Mat'l in Leveling Course	4,794.93	"
4½" - 2" Rock in Base	7,792.98	"
3/4" - 0 " " " & Shoulders	7,347.41	"
Mineral Aggregates	4,248.28	"
Total	58,643.10	Tons

Ramsey-Blalock Section

REMARKS:

This project was a "Regular Federal Aid Project" consisting of the grading and bituminous macadam surfacing of 3.06 miles of roadway and the construction of one reinforced concrete bridge. It was awarded the 27th of February 1941; the contractor started operations March 10th and finished July 23rd, 1941.

The grading equipment consisted of RD-8 cats and 13 cu. yd. carryalls, one 1¼ cu. yd. shovel, light trucks and dumptors. Grading operations were carried on in a very efficient manner considering the extremely difficult class of material moved. This material consisted of some solid and a considerable amount of intermediate. The intermediate material encountered had numerous boulders intermixed with dirt and sand, and considerable difficulty was experienced in burying these boulders. This condition also made roadbed finishing a very slow and costly operation. Bridge construction was fair with a good profit shown on concrete.

Crushing and oiling work were done by Babler Bros. One set-up was used for both the Quinton-Ramsey and the Ramsey-Blalock sections, and a considerable saving was made due to low set-up costs. Crushing equipment consisted of one 24" x 36" jaw crusher, two 22" x 40" rolls, one 80 h.p. Buda motor, two 80 h.p. Commungs motors, one 2' x 6' scalper screen, one 3' x 10' triple-deck shaker screen, one electric generator, five electric motors and miscellaneous small equipment. The contractor originally intended to push material to crusher with an RD-8 cat and dozer from talus slides, but after two weeks of operation a 3/4 cu. yd. shovel was brought in to supplement the dozer. The use of two pieces of equipment in the pit raised the cost of loading slightly, but due to the large volume of the crusher and the speed of the crushing operations as a whole, rock was produced at a very low price.

Oiling was handled with the following equipment: One boiler, one retort, one 1,150-gal. distributor, three 1,000-gal. tenders, one 2,000-gal. storage tank, two ½ cu. yd. gas shovels, twelve 4 cu. yd. trucks, one Adnum paver, one #99 Austin blade, one 10-20 Austin blade, two 10-ton rollers, two pick-ups and one pilot car.

Oiling was handled in a highly efficient manner with low operating costs and a high daily output.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

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DEC 16 1941
FOR FILING

24-2

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December 16, 1941

Union Pacific Railroad Company
Operating Department
Portland, Oregon

Attention: S. Murray, Resident Engineer

Gentlemen:

In reply to your letter of December 15, 1941, you are advised that Leonard & Slate's contract No. 2429, Ramsey-Blalock Section of the Columbia River Highway, was completed on August 18, 1941, and was accepted by the State Highway Commission on September 5, 1941.

Very truly yours,

Secretary

DD:AM

NOTED
D. G. DeSart

Form 3010

R

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

December
15, 1941

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Our records indicate that you awarded contract to Chas. H. Leonard and Fred H. Slate on February 27, 1941, for certain construction work on the Ramsey-Blalock Section of the Columbia River Highway, in Gilliam County, a distance of about 3.06 miles.

Will you please advise the date the work was completed and accepted by the Commission. This information is required in connection with bond furnished in favor of the Railroad Company.

Yours truly,

S MURRAY

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DEC 16 1941
OREGON
STATE HIGHWAY COMMISSION

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November 17, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2429 for work on the Ramsay-Blalock Section of the Columbia River Highway, in Gilliam County, has been completed by the contractors, Leonard & Slate, and that final settlement will be made on or after November 27, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $85,124.32, including final payment, of which $301.06 is for force account work. This contract was completed on August 18, 1941, and accepted by the Commission September 5, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

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September 25, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard & Slate, Multnomah, Oregon, on contract No. 2429 covering 3.06 miles of grading and bituminous macadam surfacing on the Ramsey-Blalock Section of the Columbia River Highway, in Gilliam County. This payment, in the amount of $4,192.70, will be made on or after the 5th of October. The retained percentage is $2,564.71.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

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D. DeSart

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24-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 24 (2), Ramsey-Blalock Section of the Columbia River Highway __________________, was made by a representative of this office on August 25, 1941, subject to submission of Form PR-47. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Tro

Form E-1—3M—4-41

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

24-2

For Week Ending August 30, 1941

Section Ramsey-Blalock
Kind of work Grading, Surfacing and Oiling
Highway Columbia River
Section prefix 11-1107
Contractor Leonard and Slate
Contract number 2429
Date of contract Feb 27, 1941
Date of completion Sept 30, 1941
Date work started March 17, 1941
Estimated date of completion August 18, 1941
Amount of contract $85,031.00
Per cent of time elapsed 84 %
Estimated cost of completed project, exclusive of engineering $85,030.07
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date, $4301.47, 4.6 %
Date project was completed August 18, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was completed on this Section on Monday August 18th, and Semi-Final estimate was shipped on August 28th, 1941.

The Contractor has cleaned up camp and quarry sites.

This will be the final report on this Section unless something farther comes up.

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SEP 2 1941

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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26 1941
COMMISSION

FEDERAL WORKS AGENC
C ROADS MINIST

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124

Oregon SN-FAP 24 (2)
Ramsay-Blalock Section
Columbia River Highway

August 25, 1941

24-2

~~Mr. R.~~ H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Tron

wa4pr-11604

Form P. R: 2

State Oregon

Federal Aid Project No. SS-FAP 24(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of July, 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 19th day of September, 1939, a project statement, which was approved on the 23d day of October, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 8th day of February 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-six thousand, three hundred ninety and 00/100 dollars ($56,390.00) as the share of the United States payable under said act on account of Section of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11970

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1927; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 689+30 in Section 33, T. 3 N., R. 19 E., W. M., and survey station 758+11.0 in Section 31, T. 3 N., R. 20 E., W. M., the west end of Project 44

, length 3.04 miles, in Gilliam County, being ~~Section~~ of Oregon Federal Aid project No. [illegible]-FAP 84(2), consisting of 3.04 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible]

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AUG 20 1941

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11379

(b) The Highway Department hereby agrees that, if the Oregon-Washington Railroad & Navigation Company and/or the Union Pacific Railroad Company should require for railroad purposes, any portion of the easement granted to the State of Oregon under date of December 18, 1940, and demand the removal therefrom of any or all of the highway covered by this agreement, it will, without expense to the Federal Government, acquire or cause to be acquired a new right of way and will relocate and construct or cause to be relocated and constructed thereon in a manner similar to the improvement provided by the plans and specifications approved for said Oregon Federal Aid Project SN-FAP 24(2), such portion or portions thereof whose utility is affected by said removal.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ ________ ~~of~~ said project shall not in any event exceed the sum of fifty-six thousand, three hundred ninety and 00/100 dollars ($56,390.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ninety-two thousand, four hundred thirty-four and 10/100 dollars ($92,434.10), the approved total estimated cost of ~~Section~~ ________ ~~of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1929.

(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED
AUG 20 1941

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of AUG 13 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11379

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible]-FAP [illegible](2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $[illegible] as the total estimated cost of said project, and the sum of $56,390.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of AUG 13 1941 one thousand nine hundred and ....

Federal Works Administrator,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10128

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1941

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(Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATI

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JUN 26 1941
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon SN-FAP 24 (2)
The Dalles-Arlington Sec.
Columbia River Highway

June 25, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJ Caufield
L. J. Caufield
Sr. Highway Engineer

Ion

Form E-1—5M—6-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

24-20

For Week Ending June 21, 1941

Section Ramsey-Blalock

Kind of work Grading, Surfacing and Paving

Highway Col River

Section prefix 11-1107

Contractor Leonard and Slate

Contract number 2429

Date of contract Feb 27, 1941

Date of completion Sept 30, 1941

Date work started March 17, 1941

Estimated date of completion July 31, 1941

Amount of contract $ 85,031.00

Per cent of time elapsed 54 %

Estimated cost of completed project, exclusive of engineering $ 85,031.00

Per cent of contract completed, based on total contract price 75 %

Engineering cost to date, $ 1830.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

June 18, Fraley, Solvester and Jackson re set grade stakes sta 700 to 740

" 20, Fraley, Solvester and Jackson re set grade stakes sta 675 to 700

The Grading will be finished on this section early next week. and the surfacing will proceed as soon as the finishing is completed.

NOTED
RAY W

RECEIVED
JUN 23
OFFICE OF
ENGINEER

Signed J. E. Beck

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.06	3.06			
Miles partially completed	2.50	2.00			
Miles completed	1.00	0			
Total estimated quantities	84,000	25,000			
Estimated quantities moved or placed to date	61,000	15,000			
Average daily quantities	1,000	1,000			
Average daily quantities necessary to complete project on time	100	200			
Number shifts per day	2	3			
Hours per shift	7	7			
Average force on project for week	28	40			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 2, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors 1, Bulldozers 1, Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

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Form E-1—5M—8-40

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OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

24-2

For Week Ending June 14, 1941

Section	Ramsey-Blaolock	*Kind of work*	Grading, Surfacing, Paving
Highway	Col River	*Section prefix*	11-1107
Contractor	Leonard and Slate	*Contract number*	2429
Date of contract	Feb 27, 1941	*Date of completion*	Sept 30, 1941
Date work started	March 17, 1941	*Estimated date of completion*	July 31, 1941
Amount of contract	$85,031.00	*Per cent of time elapsed*	51 %

Estimated cost of completed project, exclusive of engineering $85,031.00

Per cent of contract completed, based on total contract price 73 %

Engineering cost to date, $ 1550.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

June 9, Mr. Chandler, Division Engineer over this Section today

.. 10. Don, Aubert and Fauerso reset finsihing stakes sta 690 to 705

.. 11, Fraley, Aubert and Fauerso reset finishing stakes sta 705 to 730

.. 12, Fraley, Aubert and Fauerso set finishing stakes sta 643 to 655

.. 13. Fraley, Aubert and Fauerso set finishing stakes 680 to 700

The Contractor is working one shovel on two seven hour shifts and making fair progress, the other shovel is attempting to work one eight hour shift but is broken down most of the time.

NOTED [illegible]
PAY WEB ER

RECEIVED
JUN 1[illegible]
OFFICE OF [illegible] ENGINEER

Signed Peck

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.06				
Miles partially completed	2.50				
Miles completed	1.00				
Total estimated quantities	84,000				
Estimated quantities moved or placed to date	55,000				
Average daily quantities	200				
Average daily quantities necessary to complete project on time	200				
Number shifts per day	2				
Hours per shift	7				
Average force on project for week	40				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 2, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors 1, Bulldozers 1, Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy-Rain		
Friday	Fair		
Saturday	Cloudy		

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Form E-1—3M—5-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

24-D

For Week Ending June 7, 1941	
Section Ramsey-Blalock	Kind of work Grading, Surfacing and Paving
Highway Col River	Section prefix 11-1107
Contractor Leonard and Slate	Contract number 2429
Date of contract Feb 27, 1941	Date of completion Sept 30, 1941
Date work started March 17, 1941	Estimated date of completion July 31, 1941
Amount of contract $ 85,031.00	Per cent of time elapsed 48 %
Estimated cost of completed project, exclusive of engineering	$ 85,031.00
Per cent of contract completed, based on total contract price	70 %
Engineering cost to date, $ 1300.00, %	Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

June 2. Don, Aubert and Sexton resetting grade stakes sta 770 to 791

" 3. Don, Aubert, Sextona nd Solvesater reset grade stakes sta 730 to 770

" 4. Don, Aubert and Sexton setting grade stakes sta 704 to 725, stake culvert pipe sta 709 and 716.

" 5. The contractor is working two shovels onntwo eight hour shifts and making fair progress, one shovel has lost considerable time due to break downs.
Mr.H.G.Smith, Consrauction Engineer, over this section on an inspection trip on Monday June 2ond, also Mr.T.M.Davis and Mr.Stoddard of the Public Roads Administration were over on the same day.

RECEIVED
JUN 9 - 1941
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
RAY WEBBER

NOTED
HACKETT

Signed J. E. Peck

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.06				
Miles partially completed	2.06				
Miles completed	1.00				
Total estimated quantities	84,000				
Estimated quantities moved or placed to date	65,000				
Average daily quantities	500				
Average daily quantities necessary to complete project on time	200				
Number shifts per day	2				
Hours per shift	7				
Average force on project for week	44				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 2, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors 1, Bulldozers 2, Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	..		
Tuesday	Fair		
Wednesday	..		
Thursday	Cloudy		
Friday	Showers		
Saturday	Fair		

STATE PRINTING DEPT.

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JUN 7 1941
FOR FILING

24-2

June 6, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith three copies of easement dated April 15, 1929, covering encroachments on the railroad right of way by the John Day-Blalock Section.

These copies are being sent to supplement the easement dated December 18, 1940, copies of which were sent to you in connection with the construction of the Rensay-Blalock Section, Project No. SN-FAP 24 (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 17 1941
OREGON
STATE HIGHWAY COMMISSION

May 16, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to easement of December 18, 1940 for encroachments on the Union Pacific right of way by Oregon Federal Aid Project SN-FAP 24 (2), Ramsay-Blalock Section of the Columbia River Highway.

This document covers the new encroachments, but not easement for encroachments previously granted on April 15, 1920 for the existing road. As we have not previously been furnished with copies of the agreement dated April 15, 1920, it will be necessary that copies be furnished before the project agreement can be executed. Please submit these at your early convenience.

Very truly yours,

W. H. LYNCH
District Engineer

By: LJCaufield
L. J. Caufield
Senior Highway Engineer

a

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MAY 15 1941
FOR FILING

24-2

May 13, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are sending, under separate cover, three copies of agreement with the Union Pacific Railroad Company, covering encroachments on the railroad right of way by the Ramsey-Blalock Section, Project No. SN-FAP 24 (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/RR

RECEIVED
MAY 15 1941
FOR FILING

24-2

May 13, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are sending, under separate cover, three copies of agreement with the Union Pacific Railroad Company, covering encroachments on the railroad right of way by the Ramsey-Blalock Section, Project No. SS-FAP 24 (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

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APR 9 1941
FOR FILING

24-2

April 7, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Ramsey-Blalock Section, Project No. SN-FAP 24 (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department **Federal Aid Project No. SN-FAP 24(P)**

RAMSEY-BLALOCK SECTION OF THE

COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 21, 1941

All Required		Clearing and Grubbing		1,000.00
All Required		Removal of Concrete Box Culvert		250.00
190	cu. yds.	Structural Excavation for Highway, Unclassified	$ 2.00	380.00
50	cu. yds.	Trench Excavation, Unclassified	1.00	50.00
84,000	cu. yds.	General Excavation, Unclassified	.35	29,400.00
260,000	yd. sta.	Short Overhaul	.01	2,600.00
10,400	C-yd.sta.	Long Overhaul	.30	3,120.00
4,200	lin. ft.	Rounding Cutbanks	.10	420.00
3.06	miles	Finishing Roadbed and Slopes	500.00	1,530.00
510	lin. ft.	18" Concrete Pipe	2.00	1,020.00
220	lin. ft.	24" Concrete Pipe	3.00	660.00
170	lin. ft.	36" Concrete Pipe	6.00	1,020.00
240	lin. ft.	Salvaging Culvert Pipe	1.00	240.00
55	cu. yds.	Structural Excavation for Bridge, Unclassified	2.00	110.00
10	cu. yds.	Structural Excavation Below Elevations Shown, Unclassified	5.00	50.00
All Required		Shoring, Cribbing, etc.		100.00
80	cu. yds.	Class "A" Concrete	23.00	1,840.00
7,000	lbs.	Metal Reinforcement	.06	420.00
25	only	Wood Sight Posts	4.00	100.00
1,800	cu. yds.	Salvaging Surfacing Materials	.60	1,080.00
6,900	tons	3/4" - 0" Reject Materials in Leveling Course	.70	4,830.00
11,000	tons	4½" - 2" Rock in Base	.84	9,240.00
7,000	tons	3/4" - 0" Rock in Base and Shoulders	.95	6,650.00
1,000	M-gal.	Sprinkling	1.25	1,250.00
3.06	miles	Preparation of Base	100.00	306.00
5,700	tons	Furnishing and Placing Aggregate	1.60	9,120.00
280	tons	Furnishing and Placing 121-150 Asphalt	22.50	6,300.00
42	tons	Furnishing and Placing RC-4 or Emulsified Asphalt	22.50	945.00
		Subtotal		$ 84,031.00
		10% Engr. & Cont.		8,403.10
		Total		$ 92,434.10

POST OFFICE BUILDING
PORTLAND OREGON

Length of Roadway	**3.064 miles**
Cost per mile	**$ 30,167.78**

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - - -	**$ 56,390.00**
State Funds- -	**36,044.18**
	$ 92,434.18

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

[illegible] covering Oregon Federal Aid [illegible] -Blalock Section of the [illegible]

[illegible] in Range 11 east. These [illegible] with the detail plans [illegible] east.

[illegible] page 14 of the special [illegible] materials are given for [illegible]." This is evidently in- [illegible] wearing surface".

Very truly yours,

W. P. LYNCH
District Engineer

F. [illegible]
Sr. [illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 15, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. covering Oregon Federal Aid Project SN-FAP 24 (2), the Ramsay-Blalock Section of the Columbia River Highway.

The title sheets show the project in Range 14 east. These sheets should be corrected to agree with the detail plans which show the project in Range 19 east.

We note also in the last paragraph on page 14 of the special provisions that quantities of crushed materials are given for use in the "oil mat wearing surface." This is evidently intended to read "bituminous macadam wearing surface".

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

February 8, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are sending, under separate cover, five revised bid proposals for the Ramsay-Blalock Section, Project No. SN-FAP 24 (2).

An additional specification has been included in the special provision under the heading "Miscellaneous Provisions," permitting bids on this project to be submitted in combination with the bids for the Quinton-Ramsay Section, Project No. SN-FAP 24 (3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

January 29, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way statement and three copies of Form PR 46, showing material requirements for the Ramsay-Blalock Section, Project No. SN-FAP 24 (2).

Five sets of blueprint plans and one advance copy of special provisions are being sent under separate cover. The required copies of bid proposals will be submitted in the next two or three days.

Copies of the easement covering encroachments on the Union Pacific Company's right of way will likewise be submitted in the near future.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. NH-FAP 24 (2)

RAMSAY-BLALOCK SECTION OF THE

COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 29, 1941

All Required		Clearing and Grubbing - - - - - - - - - - - - - - -		$ 1,000.00
All Required		Removal of Concrete Box Culvert		400.00
190	cu. yds.	Structural Excavation for Highway, Unclassified	$ 1.50	285.00
50	cu. yds.	Trench Excavation, Unclassified	1.50	75.00
84,000	cu. yds.	General Excavation, Unclassified	0.42	35,280.00
260,000	yd. sta.	Short Overhaul	0.007	1,820.00
10,400	C-yd.sta.	Long Overhaul	0.30	3,120.00
4,200	lin. ft.	Rounding Cutbanks	0.10	420.00
3.06	miles	Finishing Roadbed and Slopes	400.00	1,224.00
510	lin. ft.	18" Concrete Pipe	2.00	1,020.00
220	lin. ft.	24" Concrete Pipe	3.50	770.00
170	lin. ft.	36" Concrete Pipe	6.00	1,020.00
240	lin. ft.	Salvaging Culvert Pipe	0.70	168.00
55	cu. yds.	Structural Excavation for Bridge, Unclassified	2.00	110.00
10	cu. yds.	Structural Excavation Below Elevations Shown, Unclassified	5.00	50.00
All Required		Shoring, Cribbing, etc.		100.00
80	cu. yds.	Class "A" Concrete	25.00	2,000.00
7,000	lbs.	Metal Reinforcement	0.055	385.00
25	only	Wood Sight Posts	2.00	50.00
1,800	cu. yds.	Salvaging Surfacing Materials	0.70	1,260.00
6,900	tons	3/4" - 0" Reject Material in Leveling Course	0.60	4,140.00
11,000	tons	4½" - 2" Rock in Base	1.00	11,000.00
7,000	tons	3/4" - 0" Rock in Base and Shoulders	1.00	7,000.00
1,000	M-gal.	Sprinkling	1.50	1,500.00
3.06	miles	Preparation of Base	100.00	306.00
5,700	tons	Furnishing and Placing Aggregates	2.00	11,400.00
280	tons	Furnishing and Placing 121-150 Asphalt	23.00	6,440.00

42	tons	Furnishing and Placing RC-4 or Emulsified Asphalt	$ 23.00	$ 966.00
		Subtotal		$ 93,309.00
		10% Engr. & Cont.		9,330.90
		Total		$102,639.90

Length	3.064 miles
Cost per Mile	$ 33,498.66

Federal Aid Funds- -	$ 32,000.00
State Funds- -	70,639.90
	$102,639.90

RAMSAY-BLALOCK SECTION

PROJECT NO. SN-FAP 24 (2)

While negotiations for right of way are in progress, four parcels have not been secured, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way will be made fully available within twenty-five days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

January 29, 1941

PR 46

Roadway (Ramsey-Blalock)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Mar. 20, 1941

State Oregon

Completion Date (Est.)

Project No. SN-FAP 24 (2)

Estimated Total Cost Roadway $ 102,639.90

Length: Miles 3.064

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	200	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	70	7	Reinforcing steel	Lb.	10,000
3	Bituminous mat.	Gal.	75,500	8	Structural steel	Lb.	
4	Lumber	M.	9,000	10	Explosives	Lb.	35,000
5	Timber piling	Lft.					

RECEIVED
MAR
FOR FILE

24-2

March 19, 1941

Leonard & Slate
Multnomah, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2429 which was awarded to you on February 27, 1941, for grading, surfacing and bridge construction on the Ramsey-Blalock Section of the Columbia River Highway, in Gilliam County. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
MAR [illegible] 1941
FOR FILING

24-2

March 19, 1941

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2429 which was awarded to Leonard & Slate on February 27, 1941, for grading, surfacing and bridge construction on the Ramsay-Blalock Section of the Columbia River Highway, in Gilliam County. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

24-2

March 8, 1941

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Co.
Portland, Oregon

Dear Sir:

Replying to your inquiry of March 7 wish to say that the contract for the construction of the Ramsey-Blalock Section of the Columbia River Highway, in Gilliam County, was awarded by the State Highway Commission to Leonard & Slate on February 27, 1941. The firm of Leonard & Slate is a partnership. Their address is Multnomah, Oregon.

The contract for the construction of the Quinton-Ramsey Section of the Columbia River Highway, in Gilliam County, was also awarded by the State Highway Commission to Leonard & Slate on February 27, 1941.

These are two separate and distinct jobs and they will be separate and distinct contracts.

The Ramsey-Blalock Project consists of 3.06 miles grading and bituminous macadam surfacing, also construction of reinforced concrete bridge. The Quinton-Ramsey Section provides for 2.24 miles grading and bituminous macadam surfacing, also widening of concrete bridge.

As requested, I am forwarding, under separate cover, a copy of each of these contracts from which I believe you will be able to secure all the information you desire in connection with the securing of an indemnity agreement with the contractor.

Very truly yours,

HBG:AM

Secretary

Form 3010
7-37-5,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

6

STATE HIGHWAY COMMISSION

March 7,1941

Mr.R.H.Baldock,
Chief Engineer,
State Highway Commission,
Salem,Oregon

Dear Sir:

If contract has been awarded for reconstruction of the Columbia River Highway between Ramsey and Blalock,a distance of 3.6 miles,will you please advise the date of your contract with the contractor and the corporate or full name of the contractor and his address.

I have copy of your proposal for this section,but it may be that you are awarding to the contractor in the same contract,the adjoining section,Quinton to Ramsay. If so,will you please send me copy of proposal for this section,to be used in connection with our indemnity agreement with the Contractor.

In brief,what I should have is full description of the work which you awarded to this one contractor. It is probable that the specifications for the Quinton Ramsay section will make this clear.

Yours truly,

S.MURRAY

ANSWERED
H. B. GLAISYER

RECEIVED
MAR [illegible] 1941
FOR FILING

SN-FA 24-2

March 4, 1941

LEONARD & SLATE
Multnomah, Oregon

Gentlemen:

We are sending you today by express four copies of each of the following contracts which were awarded to Leonard & Slate by the Highway Commission on February 27, 1941:

→ Contract No. 2429 - Rumsey-Blalock Section of Columbia River Highway, in Gilliam County
Contract No. 2430 - Quinton-Rumsey Section of Columbia River Highway, in Gilliam County

Kindly execute all four copies of each of these contracts as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 (page 15) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

RECEIVED

SWFAP- 24-2

February 28, 1941

LEONARD & SLATE
Multnomah, Oregon

Gentlemen:

The State Highway Commission on February 27, 1941, awarded you the contract for 3.06 miles grading and bituminous macadam surfacing, also construction of reinforced concrete bridge on the [illegible]-Blalock Section of the Columbia River Highway, in Gilliam County. This award was based on your low bid of $[illegible] submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - [illegible]
[illegible]

RECEIVED

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 27, 1941

SN-FA 24-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. SN-FAP 24 (2), Ramsay-Blalock Section of the Columbia River Highway, to Leonard & Slate, Multnomah, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED

24-2

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon SN-FAP 24 (2), the Ramsay-Blalock Section of the Columbia River Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award of contract will be withheld until all rights of way have been obtained.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

7

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[illegible] 1941
FOR FILING

SN-FA 24-2

February 6, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to your letter of February 1, concerning the type and thickness of base being specified for the Rufus-Blalock Project, Project SN-FAP 24 (2).

While it is true that there is considerable blow sand in the vicinity of the Rufus-Blalock Project, very little of the subgrade will be on materials of that kind. In general, the subgrade as normally constructed will be in very good subgrade material and, where it is not, a stable subgrade will be provided by careful selection of materials. Many of the cuts contain materials suitable for this purpose. We are sure, therefore, that the thickness of base which we have specified will be entirely adequate.

The use of a gravel base such as was specified for the Blalock-Long Canyon Project was considered, but was found to be less suitable on the Rufus-Blalock Project due to gravel of suitable quality being less economically available.

The conditions above described apply also on the Quinton-Rufus Project, another unit of Project SN-FAP 24 (2), for which P. S. & E. will be submitted within a day or two.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:MB

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 1, 1941

REFERRED TO
By Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our preliminary review of the plans for Oregon Federal Aid Project No. SN-FAP 24 (2), the Ramsey-Blalock Section of the Columbia River Highway, it is noted that the surfacing section provides 4-1/2" of standard crushed rock macadam on a 2" leveling course, costing about $8,000 per mile. It is our thought that if the subgrade material is a shifting blow sand that the stabilizing course should be heavier or that more than a single lift of macadam will be necessary.

It is interesting to note that for the adjoining projects to the east gravel base courses 9" to 10" thick were built at costs per mile of approximately $3,700 and $4,400. Possibly a change of design would result in a substantial saving.

Before forwarding the P.S.& E. papers, we would appreciate further information and comment regarding the subgrade material design proposed.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO
H. G. Smith
By Chief Engineer

See me

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FEB 4 - 1941
OFFICE OF
ENGINEER

CONTRACT# [redacted] 24300

SN-FAP 24-3 Quinton-Ramsay Sec., 1941
Columbia River Hwy.
#2430

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

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OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

24-3

December 26, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 24(3)
Quinton-Ramsay Section
Columbia River Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

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STATE HIGHWAY COMMISSION

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Oregon Federal Aid Project No. SN-FAP 24(3)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 19, 1941 by The Oregon State Highway Commission and on July 21, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 24(3);

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested an increase in the Federal share payable on account of said project as authorised in Section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.), and has requested that the Federal funds approved and set aside to the credit of the project be increased from $49,640.00 to $53,430.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-three thousand, four hundred thirty and 00/100 dollars ($53,430.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorised Federal pro rata share of the approved total estimated cost thereof;"

DISTRICT 1

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of fifty-three thousand, four hundred thirty and 00/100 dollars ($53,430.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-one thousand, three hundred sixty-nine and 75/100 dollars ($81,369.75), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on October 24 1944, and the Administrator on NOV 21 1944.

OREGON STATE HIGHWAY COMMISSION

By ________________
Chairman, State Highway Commission

By A W Schaupp
Member, State Highway Commission

By ________________
Member, State Highway Commission

RECOMMENDED FOR APPROVAL:

____
STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By ________________
Acting Commissioner of Public Roads

Oregon Federal Aid Project No. SN-FAP 24(3)

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of ~~a highway~~ designated in the records of this Agency as Federal Aid Project No. [illegible]-FAP 24(3) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $81,369.75 in lieu of the $49,640.00 approved by Certificate dated July 21, 1941 as the total estimated cost of said project, and the sum of $53,430.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and NOV 21 1944

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

24-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 9, 1944

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OCT 10 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed **modified** project agreement for signature and return to this office for Oregon SN-FAP 24(3), Quinton-Ramsay Section of the Columbia River Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L.J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Ton

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2U-3

September 8, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Quinton-Ramsay Section, Project No. [illegible]-FAP 24 (3).

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. [illegible]-FAP 24 (3)

QUINTON-RAMSAY SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, February 3, 1944

Work Performed Prior to May 27, 1941

All Required		Clearing and Grubbing (90%)		$ 900.00
20	cu. yds.	Structural Excavation for Highway, Unclassified	$ 2.00	40.00
20	cu. yds.	Trench Excavation, Unclassified	1.00	20.00
101,300	cu. yds.	General Excavation, Unclassified	.30	30,390.00
233,000	yd. stas.	Short Overhaul	.01	2,330.00
620	C-yd.stas.	Long Overhaul	.30	186.00
4,000	lin. ft.	Rounding Outbanks	.10	400.00
430	lin. ft.	18" Concrete Pipe	2.00	860.00
60	cu. yds.	Structural Excavation for Bridge, Unclassified	2.00	120.00
All Required		Shoring, Cribbing, Etc. (90%)		90.00
70	cu. yds.	Class "A" Concrete	23.00	1,610.00
10,450	lbs.	Metal Reinforcement	.06	627.00
1,200	cu. yds.	Salvaging Surfacing Materials	.60	720.00
3,500	tons	3/4" - 0" Reject Materials in Leveling Course	.70	2,450.00
4,300	tons	4½" - 2" Rock in Base	.84	3,612.00
3,500	tons	3/4" - 0" Rock in Base and Shoulders	.95	3,325.00
750	M-gals.	Sprinkling	1.25	937.50
		Subtotal		$48,617.50
		10% Engr. & Cont.		4,861.75
		Total		$53,479.25

Work Performed Subsequent to May 27, 1941

All Required		Clearing and Grubbing (10%)		$ 100.00
170	cu. yds.	Structural Excavation for Highway, Unclassified	$ 2.00	340.00
35	cu. yds.	Trench Excavation, Unclassified	1.00	35.00
5,700	cu. yds.	General Excavation, Unclassified	.30	1,710.00
92,000	yd. stas.	Short Overhaul	.01	920.00
680	C-yd.stas.	Long Overhaul	.30	204.00
1,000	lin. ft.	Rounding Outbanks	.10	100.00

2.24	miles	Finishing Roadbed and Slopes	$ 500.00	$ 1,120.00
30	lin. ft.	18" Concrete Pipe	2.00	60.00
24	lin. ft.	36" Concrete Pipe	6.00	144.00
240	lin. ft.	Salvaging Culvert Pipe	1.00	240.00
60	cu. yds.	Structural Excavation for Bridge, Unclassified	2.00	120.00
10	cu. yds.	Structural Excavation Below Excavation Shown	5.00	50.00
All Required		Shoring, Cribbing, Etc. (10%)		10.00
20	cu. yds.	Class "A" Concrete	23.00	460.00
3,550	lbs.	Metal Reinforcement	.06	213.00
25	only	Wood Sight Posts	4.00	100.00
2,100	tons	3/4" - 0" Reject Materials in Leveling Course	.70	1,470.00
4,500	tons	4½" - 0" Rock in Base	.84	3,780.00
2,100	tons	3/4" - 0" Rock in Base and Shoulders	.95	1,995.00
2.24	miles	Preparation of Base	100.00	224.00
4,100	tons	Furnishing and Placing Aggregates	1.60	6,560.00
210	tons	Furnishing and Placing 121-150 Asphalt	22.50	4,725.00
30	tons	Furnishing and Placing RC-4 or Emulsified Asphalt	22.50	675.00
			Subtotal	$25,355.00
			10% Engr. & Cont.	2,535.50
			Total	$27,890.50

Length 2.240 miles
Cost per mile $36,325.78

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Prior to May 27, 1941	$53,479.25	$32,620.00	$20,859.25
Work Subsequent to May 27, 1941	27,890.50	20,810.00	7,080.50
	$81,369.75	$53,430.00	$27,939.75

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

R.H. Baldock

24-3

January 9th, 1942

FINAL COST ANALYSIS

Columbia River Highway
Prefix 11-1108

Quinton-Ramsey Section
Contract No. 2430 Grading, Bridge & Bituminous Macadam Surf.
Leonard & Slate, Contractor
E. Peck, Resident Engineer

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Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$292.40	All		$1000.00	$1,000.00
St. Exc. for Hwy., Unclass.	138.16	69.9 Cu. Yd.	$1.98	2.00	139.80
Trench Exc., Unclass.	30.76	29.2 " "	1.05	1.00	29.20
General " "	30,085.43	104,871.1 " "	0.236	0.30	31,461.33
Short Overhaul	3,549.49	327,251.0 Yd. Sta.	0.02	0.01	3,272.51
Long "	309.64	1,422.1 C-Yd "	0.65	0.30	426.63
Rounding Cutbanks	808.57	5,324.2 Lin. Ft.	0.15	0.10	532.42
Finish Roadbed & Slopes	2,473.14	2.24 Mile	1104.08	500.00	1,120.00
18" Concrete Pipe	799.40	471 Lin. Ft.	1.70	2.00	942.00
Salvaging Culvert Pipe	58.18	81 " "	0.72	1.00	81.00
St. Exc. for Bridge, Unclass.	159.88	97.9 Cu. Yd.	1.63	2.00	195.80
Shoring, Cribbing etc.	95.60	100%			100.00
Class "A" Concrete	1,197.19	71.35 Cu. Yd.	16.33	23.00	1,641.05
Metal Reinforcement	697.95	10,451 Lb.	0.067	0.06	627.06
Wood Sight Posts	86.75	25 Each	3.47	4.00	100.00
Salvaging Surf. Mat'ls.	1,333.21	1,810 Cu. Yd.	0.74	0.60	1,086.00
*3/4"-0 Reject Material in Leveling Course	3,356.45	4,794.925 Ton	0.70	0.70	3,356.45
*4½"-2" Rock in Base	6,546.10	7,792.981 "	0.84	0.84	6,546.10
*3/4"-0 " " " & Shoulders	6,980.04	7,347.408 "	0.95	0.95	6,980.04
*Sprinkling	3,448.00	2,758.4 M-Gal.	1.25	1.25	3,448.00
*Preparation of Base	224.00	2.24 Mile	100.00	100.00	224.00
*Furnish & Place Aggregates	6,797.24	4,248.275 Ton	1.60	1.60	6,797.24

Quinton-Ramsey Final Cost Analysis.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
*Furnish & Place 121-150 Asphalt	$4,601.70	204.52 Ton	$22.50	$22.50	$4,601.70
* " " " RC-4 Asphalt	671.22	29.832 "	22.50	22.50	671.22
PA #1, Cement Adjustment		2.77 Bbl.		7.75	- 21.47
	$74,740.50				$75,358.08

Gross Revenue	$75,358.08
Total Cost	74,740.50
Net Profit	$617.58

Net Profit Equals 0.6% of Gross Revenue

Quinton-Ramsey
Detail of Cost

Labor:

Supervision	$2,221.50	
Labor	14,639.38	
State Industrial Accident Insurance	1,062.24	
Unemployment & Soc. Sec. Insurance	674.44	
		$18,597.56

Materials:

18" Concrete Pipe	471	lin. ft. at	$1.25	$588.75	
24" " "	153	" " "	1.77	270.81	
36" " "	232	" " "	4.40	1,020.80	
Wood Sight Posts	25	each "	0.60	15.00	
Hardware & Paints				25.46	
Steel	10,451	lbs. "	0.~~449~~ .0449	469.85	
Cement	118.5	bbl. "	2.77	325.67	
Sand	34	cu. yd. "	1.50	51.00	
Gravel	64	" " "	1.85	118.40	
					2,885.14

Miscellaneous:

Equipment Rental (Incl. Repairs)	$12,835.93	
Gas, Oil and Grease	3,185.51	
Lumber	64.82	
Explosives	414.82	
Small Tools, Supplies & Misc.	1,168.80	
Freight & Cartage, Move In	492.83	
Home Office & Overhead	1,190.83	
P.U.C.	78.11	
Railroad Bond	444.91	
Bond	756.33	
		20,633.05

Sub-contractor:

3/4"-0 Reject Mat'l in Leveling Course	4,794.925	tons at	$0.70	$3,356.45	
4½"-2" Rock in Base	7,792.981	" "	0.84	6,546.10	
3/4"-0 " " " & Shoulders	7,347.408	" "	0.95	6,980.04	
Sprinkling	2,758.4	M-Gal. at	$1.25	3,448.00	
Preparation of Base	2.24	Mi. "	100.00	224.00	
Furn. & Place Agg.	4,284.275	tons "	1.60	6,797.24	
" " " 121-150 Asphalt	204.52	" "	22.50	4,601.70	
Fur. & Place RC-4 Asphalt	29.832	" "	22.50	671.22	
					32,624.75
					$74,740.50

Quinton-Ramsey

FINAL COST ANALYSIS
Crushing & Oiling

Babler Brothers

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-0 Reject Material in Leveling Course	$3,835.94	4,794.925 tons	$0.80	$0.70	$3,356.45
4½"-2" Rock in Base	6,234.38	7,792.981 "	0.80	0.84	6,546.10
3/4"-0 " " " and Shoulders	5,879.93	7,347.408 "	0.80	0.95	6,980.04
Sprinkling	2,234.30	2,758.4 M-Gal.	0.81	1.25	3,448.00
Preparation of Base	246.40	2.24 Mile	110.00	100.00	224.00
Furn. & Place Aggregates	4,800.55	4,248.275 tons	1.13	1.60	6,797.24
" " " 121-150 Asphalt	4,108.81	204.52 "	20.09	22.50	4,601.70
" " " RC-4 Asphalt	572.48	29.832 "	19.19	22.50	671.22
	$27,910.79				$32,624.75

Gross Revenue	$32,624.75
Total Cost	27,910.79
Net Profit	$4,713.96

Net Profit Equals 14.4% of Gross Revenue

Detail of Cost

Work Done by Babler Bros.

Labor:			
Supervision		$1,032.03	
Labor		6,129.71	
State Industrial Accident Insurance		558.62	
Social Security Insurance		286.47	
			$8,006.83
Materials:			
121-150 Asphalt	204.52 tons at $7.50	$1,533.92	
RC-4 Asphalt	29.832 " " 11.50	343.07	
Freight on Asphalt		2,056.75	
			3,933.74
Miscellaneous:			
Equipment Rental (Incl. Repairs)		$8,502.40	
Hired Trucks (Incl. Gas, Oil & Grease but not Drivers)		3,403.67	
Gas, Oil and Grease		1,877.01	
Small Tools, Supplies and Miscellaneous		729.01	
Home Office & Overhead 3%		979.62	
Freight & Cartage, Moving In		135.99	
Bond		326.53	
			15,954.23
Total Cost			$27,894.80

Analysis of Crushing Cost
Quinton-Ramsey & Ramsey-Blalock Jobs Combined

	Cost	Quantity	Unit Cost
Move In & Set Up	$1,831.66	58,643.10 tons	$0.018
Load & Haul Mat'l to Plant	8,533.03	" "	0.146
Plant Operation	18,480.21	" "	0.329
	$28,844.90	58,643.10 tons	$0.49

Sizes & Quantities of Crushed Rock

Ramsey-Blalock Section:	
3/4"-0 Reject Mat'l in Leveling Course	6,153.37 tons
4½"-2" Rock in Base	10,277.00 "
3/4"-0 " " " & Shoulders	10,138.82 "
Mineral Aggregates	5,626.27 "
Rock in Stockpile - 1,258.0 Cu. Yd.	1,509.60
Screen Rejects in Stockpile - 628.7 Cu. Yd.	754.44 "
Quinton-Ramsey Section:	
3/4"-0 Reject Mat'l in Leveling Course	4,794.93 tons
4½"-2" Rock in Base	7,792.98 "
3/4"-0 " " " & Shoulders	7,347.41 "
Mineral Aggregates	4,248.28 "
Total	58,643.10 tons

Quinton-Ramsey Section

Remarks:

This job consisted of the grading, surfacing and oiling of 2.24 miles of roadway and the widening of one reinforced concrete bridge. The contract was let February 27th, 1941; the contractor moved in on March 3rd, 1941 and finished July 12th, 1941.

Grading equipment consisted of four 95 cats, four 13 cu. yd. scrapers, one #12 patrol grader, one 22 cu. yd. scraper, one dozer and two small trucks. Equipment for the bridge consisted of one 3-sack mixer, small vibrator and light flatbed truck. Two pickups were used by the superintendent and foremen.

All crushing, street work and oiling work was done by Babler Bros. One set-up was used for both the Quinton-Ramsey and the Ramsey-Blalock sections, and a considerable saving was made due to low set-up costs.

Crushing equipment consisted of one 24" x 36" jaw crusher, two 22" x 40" rolls, one 80 h.p. Buda motor, two 80 h.p. Cummings motors, one 2' x 6' scalper screen, one 3' x 10' triple-deck shaker screen, one electric generator, five electric motors and miscellaneous small equipment. The contractor originally intended to push material to crusher with an RD-8 cat and dozer from talus slides, but after two weeks of operations a 3/4 cu. yd. shovel was brought in to supplement the dozer. The use of two pieces of equipment in the pit raised the cost of loading slightly, but due to the large volume of the crusher and the speed of the crushing operations as a whole, rock was produced at a very low price.

The grading operations were carried out in a very efficient manner, but due to the large number of boulders distributed through the excavated materials the finishing operations were extremely slow and costly.

The bridge widening was handled very well, and a nice profit is shown on concrete.

Oiling was handled with the following equipment: One boiler, one retort, one 1,150-gal. distributor, three 1,000-gal. tenders, one 2,000-gal. storage tank, two ½ cu. yd. gas shovels, twelve 4 cu. yd. trucks, one Adnun paver, one #99 Austin blade, one 10-20 Austin blade, two 10-ton rollers, two pickups and one pilot car.

The oiling was handled by Babler Bros. in a highly efficient manner with low operating costs and a high daily output.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

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October 18, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2430 for work on the Quinton-Ramsay Section of the Columbia River Highway, in Gilliam County, has been completed by the contractors, Leonard & Slate, Multnomah, Oregon, and that final settlement will be made on or after October 28, 1941.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractors.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $75,358.08, including final payment, and that no force account work was performed therein. This contract was completed on August 18, 1941, and accepted September 5, 1941, by the Commission.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

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24-3
MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

September 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 24 (3), Quinton-Ramsey Section of the Columbia River Highway, was made by a representative of this office on August 25, 1941, subject to submission of Form PR-47. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

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SEP 9 1941
FOR FILING

24-3

September 8, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard & Slate, Multnomah, on Contract No. 2493, Quinton-Rumsey Section of the Columbia River Highway in Gilliam County. This payment in the amount of $8,795.12, will be made on or after September 19, 1941. The retained percentage is $2,259.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly,

OA

Secretary

NOTED
D. DeSart

R

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Form E-1—5M—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

24-3

For Week Ending August 30, 1941

Section Quinton-Ramsey
Kind of work Grading, Surfacing and Oiling
Highway Columbia River
Section prefix 11-1108
Contractor Leonard and Slate
Contract number 2430
Date of contract Feb 27, 1941
Date of completion Sept 30, 1941
Date work started March 3, 1941
~~Estimated~~ date of completion August, 18 1941
Amount of contract $ 85,031.00
Per cent of time elapsed 84 %
Estimated cost of completed project, exclusive of engineering $ 85,031.00
Per cent of contract completed, based on total contract price %
Engineering cost to date, $ 3223.07, %
Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This Section was finished on August 18th, 1941 and Semi-Final Estimate was sent in on August 28th, 1941.

This will be the final report unless something further comes up.

RECEIVED
SEP 2 1941

Signed
Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
SEP 12 1941
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

P

Stencil No. F124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon SN-FAP-24-(3)
Quinton-Ramsey Section
Columbia River Highway

24-3 .

August 1, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Fon

11292

Form P. R. 2

State Oregon

Federal Aid Project No. [illegible] (3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of May, 1941 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the [illegible] day of September, 19[illegible], a project statement, which was approved on the [illegible] day of October, 19[illegible], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 11th day of February 19[illegible]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-nine thousand, six hundred forty and 00/100 dollars ($[illegible]) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ; Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. [illegible], Laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 511+50 in Sec. 6, T. 2 N., R. 19 E., W.M., and survey station 629+50 in Sec. 33, T. 3 N., R. 19 E., W. M., west end of FAP 84(2).

, length [illegible] miles, in Gilliam County,

being ~~[illegible]~~ [illegible] Oregon Federal Aid project No. [illegible]/(3), consisting of

[illegible] miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span.

~~[illegible]~~.

16—11370 GPO

RECEIVED
JUL 28 1941
REGIONAL HEADQUARTERS

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section ________ of~~ said project shall not in any event exceed the sum of forty-nine thousand, six hundred forty and 00/100 dollars ($49,640.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-one thousand, three hundred sixty-nine and 75/100 dollars ($81,369.75), the approved total estimated cost of ~~Section ________ of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. [illegible], Laws [illegible]
(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED
JUL 28 1941
REGIONAL HEADQUARTERS

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of JUL 21 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Comm.
(Title of officer)

By Herman W. Oliver
Member, State Highway Comm.
(Title of officer)

By ____________
Member, State Highway Comm.
(Title of officer)

By ____________
(Title of officer)

By ____________
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By M. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SE-FAP 24(3) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 81,369.75 as the total estimated cost of said project, and the sum of $ 49,640.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and JUL 21 1941

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

24-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

May 15, 1941

RECEIVED
MAY 16 1941
STATE HIGH

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon SN-FAP 24 (3)
Quinton - Ramsay Section of the
Columbia River Highway

RECEIVED
JUN [illegible] 1941
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
APR 9 1941
FOR FILING

24-3

a

April 7, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Quinton-Rummy Section, Project No. SN-FAP 24 (3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. E. Bush/ER

Encl.

Oregon State Highway Department Federal Aid Project
No. SN-FAP 24 (3)

QUINTON-RAMSAY SECTION OF THE
COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 21, 1941

All Required		Clearing and Grubbing		$ 1,000.00
190	cu. yds.	Structural Excavation for Highway, Unclassified	$ 2.00	380.00
55	cu. yds.	Trench Excavation, Unclassified	1.00	55.00
107,000	cu. yds.	General Excavation, Unclassified	.30	32,100.00
325,000	yd. sta.	Short Overhaul	.01	3,250.00
1,300	C-yd.sta.	Long Overhaul	.30	390.00
5,000	lin. ft.	Rounding Cutbanks	.10	500.00
2.24	miles	Finishing Roadbed and Slopes	500.00	1,120.00
460	lin. ft.	18" Concrete Pipe	2.00	920.00
24	lin. ft.	36" Concrete Pipe	6.00	144.00
240	lin. ft.	Salvaging Culvert Pipe	1.00	240.00
120	cu. yds.	Structural Excavation for Bridge, Unclassified	2.00	240.00
10	cu. yds.	Structural Excavation Below Elevations, Shown	5.00	50.00
All Required		Shoring, Cribbing, etc.		100.00
90	cu. yds.	Class "A" Concrete	23.00	2,070.00
14,000	lbs.	Metal Reinforcement	.06	840.00
25	only	Wood Sight Posts	4.00	100.00
1,200	cu. yds.	Salvaging Surfacing Materials	.60	720.00
5,600	tons	3/4" - 0" Reject Material in Leveling Course	.70	3,920.00
8,800	tons	4½" - 2" Rock in Base	.84	7,392.00
5,600	tons	3/4" - 0" Rock in Base and Shoulders	.95	5,320.00
750	M-gals.	Sprinkling	1.25	937.50
2.24	miles	Preparation of Base	100.00	224.00
4,100	tons	Furnishing and Placing Aggregates	1.60	6,560.00
210	tons	Furnishing and Placing 121-150 Asphalt	22.50	4,725.00
30	tons	Furnishing and Placing RC-4 Asphalt	22.50	675.00
			Subtotal	$ 73,972.50
			10% Engr. & Cont.	7,397.25
			Total	$ 81,369.75

Length 2.240 miles
Cost per mile $ 36,325.78

[illegible]

Federal Aid Funds- -$ 49,640.00
State Funds- 31,729.75

[illegible] $ 81,369.75

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Dear Sir:

[illegible]

Very truly yours,

[illegible]
Chief Engineer

By

[illegible]
Office Engineer

Dict. by [illegible]

Encl.

February 19, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provision page 12 for the Quinton-Ramsey Section, Project No. SN-FAP 24 (3), which page has been revised by listing an additional prospective source of materials at Station 625 for the manufacture of crushed rock.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

February 8, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR 46, showing material requirements for the Quinton-Ramsey Section, Project No. SN-FAP 24 (3).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. NH-FAP 24 (3)

QUINTON-RAMSAY SECTION OF THE
COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 8, 1941

All Required		Clearing and Grubbing		$ 1,000.00
190	cu. yds.	Structural Excavation for Highway, Unclassified	$1.50	285.00
55	cu. yds.	Trench Excavation, Unclassified	1.50	82.50
107,000	cu. yds.	General Excavation, Unclassified	.30	32,100.00
325,000	yd. sta.	Short Overhaul	.007	2,275.00
1,300	C-yd.sta.	Long Overhaul	.40	520.00
5,000	lin. ft.	Rounding Cutbanks	.10	500.00
2.24	miles	Finishing Roadbed and Slopes	400.00	896.00
460	lin. ft.	18" Concrete Pipe	2.00	920.00
24	lin. ft.	36" Concrete Pipe	6.00	144.00
240	lin. ft.	Salvaging Culvert Pipe	.70	168.00
120	cu. yds.	Structural Excavation for Bridge, Unclassified	2.00	240.00
10	cu. yds.	Structural Excavation Below Elevations Shown, Unclassified	5.00	50.00
All Required		Shoring, Cribbing, etc.		100.00
90	cu. yds.	Class "A" Concrete	25.00	2,250.00
14,000	lbs.	Metal Reinforcement	.055	770.00
25	only	Wood Sight Posts	2.00	50.00
1,200	cu. yds.	Salvaging Surfacing Materials	1.00	1,200.00
5,600	tons	3/4" - 0" Reject Material in Leveling Course	.60	3,360.00
8,800	tons	4½" - 2" Rock in Base	1.00	8,800.00
5,600	tons	3/4" - 0" Rock in Base and Shoulders	1.00	5,600.00
750	M-gals.	Sprinkling	1.00	750.00
2.24	miles	Preparation of Base	100.00	224.00
4,100	tons	Furnishing and Placing Aggregates	2.00	8,200.00
210	tons	Furnishing and Placing 120-150 Asphalt	23.00	4,830.00
30	tons	Furnishing and Placing RC-4 Asphalt	23.00	690.00
			Subtotal	$76,004.50
			10% Engr. & Cont.	7,600.45
			Total	$83,604.95

Length	2.240 miles
Cost per mile	$ 37,323.63

Federal Aid Funds- -	$48,000.00
State Funds- -	35,604.95
[illegible]	$83,604.95

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

QUINTON-RAMSAY SECTION

PROJECT NO. SN-FAP 24 (3)

While negotiations for right of way are in progress, two parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within sixteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

February 8, 1941

PR 46

Roadway (Quinton-Ramsey Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) March 20, 1941 State Oregon

Completion Date (Est.) Sept. 30, 1941 Project No. NH-FAP 24 (3)

Estimated Total Cost Roadway $ 83,604.95 Length: Miles 2.240

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	160	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	30	7	Reinforcing steel	Lb.	15,000
3	Bituminous mat.	Gal.	57,000	8	Structural steel	Lb.	
4	Lumber	M.	10	10	Explosives	Lb.	14,000
5	Timber piling	Lft.					

RECEIVED
MAR 1941
FOR FILING

24-3

March 19, 1941

Leonard & Slate
Multnomah, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2430 which was awarded to you by the State Highway Commission on February 27, 1941, and covering grading, surfacing and bridge construction on the Quinton-Rufus Section of the Columbia River Highway, in Gilliam County. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
MAR [illegible] 1941
FOR FILING
24-3

March 19, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2430 which was awarded to Leonard & Slate on February 27, 1941, for grading, surfacing and bridge construction on the Quinton-Ramsay Section of the Columbia River Highway, in Gilliam County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

a

24-3

Copy

LEONARD & SLATE

General Contractors
Multnomah, Oregon

Portland - Telephone Cherry 2747

March 10, 1941

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

The four copies of Contract No. 2429 - Ramsay-Blalock Section of the Columbia River Highway, in Gilliam County, and the four copies of Contract No. 2430 - Quinton-Ramsay Section of the Columbia River Highway, in Gilliam County, have been properly executed, as per your instructions.

These copies have been sent to you on March 8th via Railway Express Agency.

Yours very truly,

LEONARD & SLATE

By L. Pearl Leonard.

Copy

24-3

March 8, 1941

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Co.
Portland, Oregon

Dear Sir:

Replying to your inquiry of March 7 wish to say that the contract for the construction of the Ramsay-Blalock Section of the Columbia River Highway, in Gilliam County, was awarded by the State Highway Commission to Leonard & Slate on February 27, 141. The firm of Leonard & Slate is a partnership. Their address is Multnomah, Oregon.

The contract for the construction of the Quinton-Ramsay Section of the Columbia River Highway, in Gilliam County, was also awarded by the State Highway Commission to Leonard & Slate on February 27, 1941.

These are two separate and distinct jobs and they will be separate and distinct contracts.

The Ramsay-Blalock Project consists of 3.06 miles grading and bituminous macadam surfacing, also construction of reinforced concrete bridge. The Quinton-Ramsay Section provides for 2.24 miles grading and bituminous macadam surfacing, also widening of concrete bridge.

As requested, I am forwarding, under separate cover, a copy of each of these contracts from which I believe you will be able to secure all the information you desire in connection with the securing of an indemnity agreement with the contractor.

Very truly yours,

Secretary

HBF:AM

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[illegible]
FOR FILING

SN-FA 24-3

March 4, 1941

LEONARD & SLATE
Multnomah, Oregon

Gentlemen:

We are sending you today by express four copies of each of the following contracts which were awarded to Leonard & Slate by the Highway Commission on February 27, 1941:

Contract No. 2429 - Rumsey-Blalock Section of Columbia River Highway, in Gilliam County
Contract No. 2430 - Quinton-Rumsey Section of Columbia River Highway, in Gilliam County

Kindly execute all four copies of each of these contracts as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 (page 15) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

RECEIVED
[illegible]
FOR [illegible]

SN-FAP- 24-3

February 28, 1941

LEONARD & SLATE
Multnomah, Oregon

Gentlemen:

The State Highway Commission on February 27, 1941, awarded you the contract for 2.24 miles grading and bituminous macadam surfacing, also widening of concrete bridge, on the Quinton-[illegible] Section of the Columbia River Highway, in Gilliam County. This award was based on your low bid of $[illegible].90, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - [illegible]

[illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 27, 1941

SN-FAP-24-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. SN-FAP 24 (3), Quinton-Ramsay Section of the Columbia River Highway, to Leonard & Slate, Multnomah, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

24-3

RECEIVED
1941

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 11, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. SN-FAP 24 (3), the Quinton-Ramsay Section of the Columbia River Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until the right of way is all secured.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

CONTRACT# [redacted] 2431

18-1117 Henley Sec.
Klamath Falls-Malin Hwy. 1941
2421

R.H. Baldock

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FEB 16 1942
FOR FILING
18-1117

NOTED
State Highway Engineer

Febr[illegible]y 6th, 1942

FINAL COST ANALYSIS
Henley Section
Klamath Falls-Malin Highway in Klamath County
Contract No. 2431 Prefix 18-1117

Clifford A. Dunn, Contractor

J. B. Weaver, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$177.20	100%			$500.00
Trench Excav., Unclass.	820.12	785.5 cu. yd.	$1.04	$1.25	981.88
General " "	2,118.44	13,789.5 " "	0.15	0.20	2,757.90
Truck Haul	990.04	4,500.2 yd. mi.	0.22	0.20	900.04
Finishing Roadbed & Slopes	153.21	0.55 Mi.	278.56	400.00	220.00
18" Concrete Pipe	2,833.53	1,203 lin. ft.	2.36	2.50	3,007.50
36" " "	709.73	96 " "	7.39	7.00	672.00
18" Corr. Iron Siphon Pipe	290.04	90 " "	3.22	3.50	315.00
Salvaging Culvert Pipe	98.45	152 " "	0.65	0.70	106.40
Concrete End Basin	190.37	6.28 cu. yd.	30.31	35.00	219.80
Pit Run Gravel Base	1,999.41	4,149 " "	0.48	0.60	2,489.40
Haul Gravel Base	2,803.24	41,411.7 yd. mi.	0.068	0.065	2,961.76
Sprinkling	232.80	301.28 M-Gal.	0.77	1.25	376.00
Preparation of Base	78.04	0.55 Mi.	141.89	150.00	82.50
Furnishing & Placing Mineral Aggregates	1,498.92	907.1625 Ton	1.65	2.00	1,814.33
Hauling Min. Agg.	544.47	9,054.9 Ton Mi.	0.06	0.07	633.84
Furnishing & Placing RC-4 Asphalt	1,136.46	58.81 Ton	19.32	22.00	1,293.82
Gravel Shoulders	184.73	256 cu. yd.	0.72	0.75	192.00
Haul Gravel Shoulders	165.10	2,552 yd. mi.	0.065	0.07	178.64
EWO #1, Special Siphon Box	54.08				54.79
EWO #2, Grade Change	269.58				233.68
PA #1, Drain Tile	18.60	45 lin. ft.	0.41	0.40	18.00
PA #1, Backfill	16.65	7.5 cu. yd.	2.22	2.50	18.50
	$17,383.21				$19,758.38

Contract No. 2431

Cost Analysis (Continued)

Gross Revenue	$19,758.38
Total Cost	17,383.21
Net Profit	$2,375.17

Net Profit Equals 12.02% of Gross Revenue

Contract No. 2431

Details of Cost

Labor:

Supervision	$521.56	
Labor	4,884.02	
State Industrial Accident Insurance	283.81	
Unemployment Compensation	162.15	
Old Age Benefit	54.05	
		$5,905.59

Materials:

18" Concrete Pipe	1,203	lin. ft.	at	$1.70	$2,045.10	
36" " "	96	" "	"	5.10	489.60	
18" Corr. Iron Siphon Pipe	90	" "	"	2.44	219.60	
Concrete for End Basin	8½	cu. yd.	"	11.25	95.62	
Pit Run Gravel	4,149	" "	"	0.12	497.88	
Mineral Aggregate	785.93	" "	"	0.40	314.37	
RC-4 Asphalt	24.7	Ton	"	14.00	345.80	
" "	34.11	"	"	12.00	409.32	
Pit Run Shoulder Mat'l	256	cu. yd.	"	0.12	30.72	
8" Drain Tile	45	lin. ft.	"	0.18	8.10	
Gravel Backfill	7½	cu. yd.	"	0.12	0.90	
Mat'l for EWO #1					29.63	
						4,486.64

Miscellaneous:

Equipment Rental (Incl. Repairs)	$3,935.57	
Gas, Oil & Grease	1,702.04	
Move In	180.28	
Misc. Expense & Small Tools	375.51	
Overhead Expense	400.00	
Home Office Expense	200.00	
Bond	197.58	
		6,990.98
Total Cost		$17,383.21

Contract No. 2431

Remarks:

This was a "State Project" and consisted of regrading 0.55 mile of highway roadbed, construction of 0.55 mile of pit run gravel base, 0.55 mile of road mix wearing surface and other incidental work. The contract was bid and awarded February 27th, 1941.

Clearing and grubbing was very light, being done in less than a week with a three-man crew. Excavation was side borrow in good material for the cats and scrapers and was done quickly in spite of some traffic interference. This was done in good dry weather. Considerable difficulty was encountered in laying the 36" concrete pipe due to failure of the drain that was being replaced and cave-in of the trench.

Pit run gravel was hauled ten miles from a county pit, and this work was done rapidly. Mineral aggregate was secured from the bunkers of the county screening plant at the above site. RC-4 asphalt was heated at the contractor's headquarters in Klamath Falls and hauled 7½ miles to the job. A new Cleaver-Brooks booster was used for heating. Little difficulty was met in applying the oil and placing the road mix wearing surface, and this work was done rapidly. Gravel shoulder was also secured from the county pit.

The location of the job near the contractor's headquarters, efficient supervision with good equipment in favorable weather enabled the contractor to receive a substantial profit on this job.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED

R

18-1117

August 19, 1941

Hartford Accident & Indemnity Company
T. B. Watters,
Klamath Falls, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2431 for work on the Henley Section of the Klamath Falls-Malin Highway, in Klamath County, has been completed by the contractor, Clifford A. Dunn, and that final settlement will be made on or after August 29, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $19,764.09, including final payment, of which $288.45 is for force account work. This contract was completed on July 22, 1941, and accepted by the Commission on August 15, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. [illegible] DeSart

RECEIVED

18-1117

R

August 6, 1941

Hartford Accident & Indemnity Co.
T. B. Watters, Agent
Klamath Falls, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Clifford A. Dunn, on contract No. 2431, covering grading, surfacing and oiling on the Henley Section of the Klamath Falls-Malin Highway, in Klamath County. This payment, in the amount of $1,100.24, will be made on or after August 16, 1941. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. C. DeSart

R

Form E-1—5M—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 26b1941, 19

Section Henley

Kind of work Grading Surfacing & Oiling

Highway Klamath Falls - Malin

Section prefix 18-1117

Contractor Clifford A Dunn

Contract number 2431

Date of contract February 27 1941, 19

Date of completion August 31 1941, 19

Date work started April 21 1941, 19

Estimated date of completion July 22 1941, 19

Amount of contract $ 19307.50

Per cent of time elapsed 78 %

Estimated cost of completed project, exclusive of engineering $ 19758.38

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1450.00, %

Date project was completed July 22 1941, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on this project was completed on Tuesday of this week and the final estimate will be forwarded in a few days.

No more weekly reports will be written

RECEIVED
JUL 28 1941
OFFICE OF [illegible] ENGINEER

NOTED
RAY WEBBER

NOTED
[illegible]

Signed

Address Klamath Falls

NOTED
VAN SCOY

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
MAR 2[illegible] 1941
FOR FILING

18-1117

March 19, 1941

Mr. Clifford A. Dunn
Klamath Falls, Oregon

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of contract No. 2431 which was awarded to you on February 27, 1941, for grading, surfacing and road mix oiling on the Henley Section of the Klamath Falls-Malin Highway, in Klamath County. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

BD:AM

RECEIVED
MAR [illegible]
FOR FILING

18-1117

March 19, 1941

Hartford Accident & Indemnity Company
T. B. Watters, Agent
Klamath Falls, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2431 which was awarded to Clifford A. Dunn on February 27, 1941, for grading, surfacing and road mix oiling on the Henley Section of the Klamath Falls-Malin Highway, in Klamath County. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD:AM Secretary

18-1117

March 5, 1941

Mr. Clifford A. Dunn
Klamath Falls, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2431 which was awarded to you by the State Highway Commission on February 27, 1941, covering the grading, surfacing, and road mix oiling of the Henley Section of the Klamath Falls-Malin Highway, in Klamath County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be sent you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 (page 15) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MBL

NOTED
D. G. DeSart

RECEIVED

18-1117

February 28, 1941

Mr. Clifford A. Dunn
Klamath Falls, Oregon

Dear Sir:

The State Highway Commission on February 27, 1941, awarded you the contract for 0.55 mile grading, surfacing, and road-mix oiling on the Henley Section of the Klamath Falls-Malin Highway, in Klamath County. This award was based on your low bid of $19,307.50, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

cc - S. H. Probert

C. S. [illegible]

CONTRACT# [redacted] 2432

SN-FAP 133-B-3 South Newport Sec., 1941
Oregon Coast Hwy.

#2432

RECEIVED
DEC 26 1941
FOR FILING

R

133-13-3

December 24, 1941

The Aetna Casualty & Surety Company
Bates, Lively & Pearson
P. O. Box 230 - Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2432 for work on the South Newport Section of the Oregon Coast Highway, in Lincoln County, has been completed by the contractor, Edward F. Altree, and that final settlement will be made on or after January 3, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims, should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $4,501.55, including final payment and that no force account work was performed therein. This contract was completed on July 21, 1941 and accepted by the Commission November 17, 1941.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

ER

NOTED
D DeSart

R

RECEIVED
DEC 22 1941
FOR FILING

133-B-3

December 22, 1941

The Aetna Casualty & Surety Company
Bates, Lively & Pearson
P. O. Box 230 Yeon Bldg.,
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edward F. Altree, on contract No. 2432, covering the South Newport Section of the Oregon Coast Highway, in Lincoln County. This payment, in the amount of $521.00, will be made on or after Jan. 2, 1942. The retained percentage is $250.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims, should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

KR Secretary

NOTED
D DeSart

R

RECEIVED
DEC 17 1941
FOR FILING

133-B-3

December 16, 1941

Edward F. Altree
Agate Beach, Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 17, 1941, granted you the extension of time requested from April 30 to July 21, 1941, without penalty, in connection with contract No. 2432, for the construction of roadside improvement along the South Newport Section of the Oregon Coast Highway, in Lincoln County.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

KR

cc: F. D. Eason

R

RECEIVED
DEC 12 1941
FOR FILING

133-P-3

December 11, 1941

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents,
Yeon Building
Portland, Oregon

Attention: K. V. Lively

Gentlemen:

We acknowledge receipt of your letter of December 8, 1941, and advise that Contract No. 2432 with Edward F. Altree for roadside improvement on the South Newport Section of the Oregon Coast Highway, in Lincoln County, was accepted by the State Highway Commission on November 17, 1941.

However, reseeding and replanting have only been completed within the last few days and it is anticipated that it will be well along in January or February, 1942, before the final estimate can be prepared and checked and the final voucher offered to Mr. Altree.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
B.Q. DeSart

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

December 8th, 1941.

State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: 42 S 5640 -- Edward F. Altree,
Contract Bond,
Contract # 2432.

ATTENTION: Mr. H. B. Glaisyer,
Secretary.

Our letter of November 17th, 1941, addressed to you under the above caption has come to our attention under diary.

In this connection, we are wondering if the final payment has as yet been made by the State of Mr. Altree, and if so, the total amount paid to him under this contract.

Thanking you in advance for your usual kind cooperation, we remain,

Very truly yours,

BATES, LIVELY & PEARSON,
General Agents,
THE AETNA CASUALTY & SURETY CO.,

By: W Lively

mb

[illegible]

[illegible] - 1941

RECEIVED
FOR FILING

133-B-3

K

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 133-B (3), South Newport Section, Landscaping, Oregon Coast Highway __________________, was made by a representative of this office on November 4, 1941. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

ror

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RECEIVED
NOV 18 1941
FOR FILING

133-B-3

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

November 17th,1941.

State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: 42 S 5640 -- Edward F. Altree,
Contract Bond.

ATTENTION: Mr. H. B. Glaisyer,
Secretary.

We wish to thank you for your advices of November 15th, 1941, regarding Edward F. Altree's Contract No. 2432 for roadside improvement on the South Newport Section of the Oregon Coast Highway.

When the final payment on this contract is made, we shall appreciate your advising us, giving us the total amount paid to Mr. Altree under this contract.

Very truly yours,

BATES, LIVELY & PEARSON,

By: KV Lively

mb

NOTED

R

RECEIVED
NOV 17 1941
FOR FILING

133-B-3

November 15, 1941

Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

In accordance with your letter of November 7, this will advise that Edward F. Altree's contract No. 2432 for roadside improvement on the South Newport Section of the Oregon Coast Highway, was completed July 21, 1941, and will be presented to the Commission for acceptance at their meeting on November 18, 1941.

The amount of the final payment on this contract is not yet available.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND, ORE.

November 7th, 1941.

RECEIVED
NOV 8 - 1941

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Aetna 42 S 5640 -- Contract No. 2432
Roadside Improvement on the South
Newport Sec. on Oregon Coast Highway
in Lincoln County, Oregon.
CONTRACTOR -- Edward F. Altree.

ATTENTION: H. B. Glaisyer,
Secretary.

We wish to thank you for your communication of October 15, 1941, addressed to us regarding the job in caption.

Under date of October 20th, 1941, we executed consent of Surety to an extension of time covering the completion of the above job from April 30th, 1941, to July 21st, 1941, and sent the same to Mr. Altree, with request that he mail to you, together with his request for Extension of Time. We presume that this information has by this time reached your attention.

Under the circumstances, we shall appreciate your advising us if the above job has now been accepted by the Highway Department, and the total amount paid to the contractor. Thanking you, we remain,

Very truly yours,

BATES, LIVELY & PEARSON,

By:

MB

REFERRED TO
Depart
BY SECRETARY

what is the status?

RECEIVED
OCT 15 1941
FOR FILING

133-B-3

R

October 15, 1941

Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

In accordance with your letter of October 14, this will advise that contract No. 2432 with Edward F. Altree for roadside improvement on the South Newport Section of the Oregon Coast Highway, has not yet been accepted by the Highway Commission.

Acceptance of this project is being held up pending receipt of a request for extension of time covering the period of work on this contract which overran the specified time limit.

The total amount paid on this contract cannot be determined until after the extension of time is granted.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DGD/mm

NOTED
D. C. DeSart

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

RECEIVED
15 1941
OREGON

October 14th, 1941.

The Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: 42 S 5640 -- Edward F. Altree,
Agate Beach, Ore.

Under date of September 25th, 1941 you advised us that the above captioned contractor's job covering the Roadside Improvement on the South Newport Section on the Oregon Coast Highway in Lincoln County, Oregon-- Contract No. 2432 -- was not at that time accepted, however completed under date of 7/21/41, with a retained percentage withheld of $425.00.

In this connection, as surety on the official bond of Mr. Altree, we shall appreciate your advising us whether or not this contract has as yet been accepted by the State of Oregon, and if so when, and the total amount paid to the contractor under this job.

Thanking you in advance for your usual kind cooperation, we remain,

Very truly yours,

BATES, LIVELY & PEARSON,

By: W Lively

mb

REFERRED
[illegible]
BY SECRETARY

Prepare reply

RECEIVED
SEP 26 1941
FOR FILING

133-P-2

R

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

RECEIVED
SEP 25 1941
OREGON
STATE HIGHWAY COMMISSION

September 24, 1941.

The Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: 42 S 5640 -- Edward F. Altree,
Agate Beach, Ore.
CONTRACT -- Roadside Improvement
on the South Newport Sec. on Ore.
Coast Hiway in Lincoln County, Ore.

ATTENTION: H. B. Glaisyer,
Secretary.

Our records indicate that under date of September 12th, 1941, we as surety on Mr. Altree's bond, send you contract status report with request that same be completed and signed and returned to this office for the completion of our records.

As we have not received your reply, it is possible that the form previously sent to you has either been lost or mislaid, and we enclose herewith another and request that you be kind enough to complete and return to this office for the proper completion of our bond records.

Again thanking you in advance for your immediate attention, we remain,

Very truly yours,

BATES, LIVELY & PEARSON,

By: W Lively

NOTED
D. C. DeBert

mb
Encls: - Status Report.

REFERRED TO
DeBert
BY SECRETARY

reply today Did [illegible]

RECEIVED
SEP 12 1941
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 26 1941
STATE HIGHWAY COMMISSION

R

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 12
Oregon SN-FAP 133-B (3)
South Newport Section
Oregon Coast Hwy.

August 25, 1941

133-B-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

VAN SCOY

wa 4 pr - 11605

Form P. R. 2

State Oregon

Federal Aid Project No. [illegible] 153-B(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of May, 1941 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of April, 19[illegible], a revised project statement, which was approved on the 19th day of May, 19[illegible], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(3) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 7th day of February 19[illegible]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two thousand, seven hundred eighty and 00/100 dollars ($2,780.00) as the share of the United States payable under said act on account of Section B(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1927; Chap. 31, laws 1930; Chap. 529, laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 165+92 at Alder Street, and survey station 193+76.6 at the South City Limits, all in Newport

, length 0.544 of a mile~~s~~ in Lincoln County,

being Section 2(3) of Oregon Federal Aid project No. SS-SAP/133, consisting of

0.544 of a mile~~s~~ of ~~[illegible]~~

~~[illegible]~~ roadside improvement.

16—11379 GPO

RECEIVED
AUG 20 1941
REGIONAL HEADQUARTERS

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(3) of said project shall not in any event exceed the sum of two thousand, seven hundred eighty and 00/100 dollars ($2,780.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of four thousand, five hundred forty-eight and [illegible]/100 dollars ($4,548.[illegible]), the approved total estimated cost of Section B(3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. [illegible], Laws [illegible]
(Include reference to statute authorizing funds and probable amount annually available)

AUG 20 1941

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of AUG 13 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as ~~/~~ Federal Aid Project No. SH-FAP 135-B(3) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $4,548.50 as the total estimated cost of said project, and the sum of $2,730.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of [illegible] 13 1941
one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

further
No✓report until fall
inspection will be made. ✓

Form E-1-5M-10-40

RECEIVED
JUL 21 1941
OFFICE OF
CONST. ENGINEER

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

133-B-3

For Week Ending July 19,1941, 19

Section South Newport

Kind of work Roadside Improvement

Highway Oregon Coast

Section prefix 21-1114

Contractor Edward F. Altrea

Contract number 2432

Date of contract Feb. 27, 1941, 19

Date of completion April 30,1941, 19

Date work started March 17, 1941, 19

Estimated date of completion July 19th(except as noted)

Amount of contract $ 4354

Per cent of time elapsed 230 %

Estimated cost of completed project, exclusive of engineering $ 4440

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date, $ 250, 6 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor started placing the remainder of top soil July 18th and will complete the placement July 19th. It is planned to defer the sewing of this area to grass seed until later in the fall. Possibly it can be sewed when the contractor is checking on his replacement planting. To date there has been small loss in the plants.

RAY WEBBER

NOTED
H. N. HACKETT

RECEIVED
JUL 21 1941
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

✓
cc to Constr. Engr.
Landscape Engr.
Division Engr.

Signed V. L. Goodnight
Address P. O. Box 867, Newport.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
VAN SCOY

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

MAY 8 - 1941

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon SN-FAP 133-B (3)
South Newport Section
Oregon Coast Highway

May 7, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
APR 9 1941
FOR FILING

133-B-3

April 7, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the South Newport Section, Project No. SH-FAP 133-B (3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. E. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. NH-FAP 133- B (3)

SOUTH NEWPORT SECTION OF THE

OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 21, 1941

Roadside Improvement (Sta. 165+00 to 193+76.6)

All Required	Right of Way Clean-up		$ 94.00
All Required	Preparing Areas for Topsoil		94.00
2,070 cu. yds.	Furnishing and Placing Topsoil	$ 1.50	3,105.00
160 lin. ft.	Rockery Stone in Place	.50	80.00
All Required	Furnishing and Planting Shrubs and Groundcovers (88%)		638.00
2.2 acres	Seeding	20.00	44.00
20 bales	Peat Moss	2.00	40.00
1 ton	Commercial Tankage	40.00	40.00
	Subtotal		$ 4,135.00
	10% Engr. & Cont.		413.50
	Total		$ 4,548.50

Length 0.544 mile
Cost per mile $ 8,361.21

Federal Aid Funds- -$ 2,780.00
State Funds- 1,768.50

$ 4,548.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

February 6, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of special provision page 11 for the South Newport Section, Project No. SN-FAP 133-B (3), which page has been revised by elimination of the second paragraph under the subhead "Quantities to be Used."

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 7, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Project No. SN-FAP 133-B (3), the South Newport Section of the Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

February 3, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way statement and three copies of Form PR 46 showing material requirements for the South Newport Section, Project No. SN-FAP 133-B (3).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. [illegible]-FAP 133-B (3)

SOUTH NEWPORT SECTION OF THE OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 3, 1941

Roadside Improvement (Sta. 165+00 to 193+76.6)

All Required	Right of Way Clean-up		$ 100.00
All Required	Preparing Areas for Topsoil		250.00
2,070 cu. yds.	Furnishing and Placing Topsoil	$ .80	1,656.00
160 lin. ft.	Rockery Stone in Place	.60	96.00
All Required	Furnishing and Planting Shrubs and Groundcovers		900.00
2.2 acres	Seeding	100.00	220.00
20 bales	Peat Moss	5.00	100.00
1 ton	Commercial Tankage	100.00	100.00
		Subtotal	$ 3,422.00
		10% Engr. & Cont.	342.20
		Total	$ 3,764.20

Length	0.544 mile
Cost per mile	$ 6,919.48

Federal Aid Funds- -	$ 2,300.00
State Funds- -	1,464.20
	$ 3,764.20

SOUTH NEWPORT SECTION

PROJECT NO. SN-FAP 133-B (3)

All necessary right of way has been acquired for this project.

R. H. BALLOCK
Chief Engineer

By

S. H. Probert
Office Engineer

February 3, 1941

PR 46

Roadside Improvement (South Newport Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) March 15, 1941

State Oregon

Completion Date (Est.) April 30, 1941

Project No. SN-FAP 133-B (3)

Estimated Total Cost Rds. Impr.$ 3,764.20

Length: Miles 0.544

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

2C

RECEIVED
MAR 8 - 1941
FOR FIL[illegible]

Coast
Projects
Landscaping

133-13-3

January 13, 1941.

Commission meeting
January 10, 1941.

Mr. H . G. Smith

The Commission approved the report of the engineer on the Newport Landscaping Project, and authorized it as a federal aid project -- estimated cost $3,200. Will you please arrange to have it submitted as a federal aid project?

C. B. McCullough

CBM:AP

JAN 8 1941
FOR FILING

Coast
Projects
Landscaping

January 6, 1941.

Roadside development
at Newport

Mr. R. H. Baldock

Herewith plans for the roadside development at Newport. As you know, contract for this improvement was awarded on August 23, 1940 in the amount of $23967.50. The planting was not included in the contract, and Mr. Smith now informs me that it will cost approximately $3,200 to complete (see attached estimate).

I question whether we can get this on as a federal improvement because they have not hitherto given approval to municipal planting.

I would suggest that this be authorized for construction out of state funds.

C. B. McCullough

CBM:AP
Attached, map and estimate

2c

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

January 6, 1941.

Subject: Roadside development at Newport

To:

Mr. R. H. Baldock

Herewith plans for the roadside development at Newport. As you know, contract for this improvement was awarded on August 23, 1940 in the amount of $23,967.50. The planting was not included in the contract, and Mr. Smith now informs me that it will cost approximately $3,200 to complete (see attached estimate).

I question whether we can get this on as a federal improvement because they have not hitherto given approval to municipal planting.

I would suggest that this be authorized for construction out of state funds.

C. B. McCullough

CBM:AP
Attached, map and estimate

[illegible]

map separate

R

December 28, 1940

E S T I M A T E

For

Landscape Project on South Newport Section
Of
Oregon Coast Highway
State Forces

Right of Way Cleanup				$ 50.00
Topsoil in place		2,150 Cu. Yds.	@ $ 1.00	2,150.00
Shrubs as follows:				
3,200	Creeping Broom (Genista sagittalis)	6"-12"	@ $60.00 per M	200.00
1,125	Borschs' Prostrate Broom (Cytisus scoparius)	18"-24"	@ 88.00 per M	100.00
500	Winter Blooming Heath (Erica carnea)	8"-10"	@ .10	50.00
180	Mugho Pine (Pinus mughus compacta)	4"- 6"	@ 10.00 per M	18.00
2,160	Kinnikinnick (Arctostaphylos uva-ursi)	12"-15" spread	@ 10.00 per M	216.00
Labor Planting Shrubs		All		80.00
Seeding to Grass		2.1 Acres	@ $100.00	210.00
Fertilizer & Peat Moss		All		50.00
Equipment Rental, Gas and Oil				75.00
			Total	$ 3,199.00

RECEIVED
MAR 31 1941
FOR FILING

133-B-3

March 27, 1941

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2432 which was awarded to Edward F. Altree on February 27, 1941, for roadside improvement on the South Newport Section of the Oregon Coast Highway, in Lincoln County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
MAR 31 1941
FOR FILING

133-B-3

March 27, 1941

Mr. Edward F. Altree
Agate Beach, Oregon

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of contract No. 2432 which was awarded to you on February 27, 1941, for roadside improvement on the South Newport Section of the Oregon Coast Highway, in Lincoln County. This is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

RECEIVED
MAR [illegible]
FOR FILING

133-B-3

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1941

March 14th, 1941.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Contract No. 2432 -- Edward F. Altree, Roadside Improvement on the South Newport Section on the Oregon Coast Highway in Lincoln County, Oregon.

We are today mailing to you under separate cover by express the above captioned contract in quadruplicate, having executed the surety bond in The Aetna Casualty and Surety Company through this office.

When the contracts have been properly approved by the Commissioners, will you kindly see that we are furnished with a copy of the same for the completion of our bond records?

We trust that the contracts and bond will be found in order.

Very truly yours,

BATES, LIVELY & PEARSON,

By:

mb

cc: -- Mr. B. F. Updike,
Toledo, Oregon.

Received 3/17/41
DGD.

RECEIVED
MAR 1 3 1941
FOR FILING

133-B-3.

March 13, 1941

BATES, LIVELY & PEARSON
P. O. Box 230
Portland, Oregon

Gentlemen:

At Mr. Altree's request we are forwarding to you by express four copies of his contract for roadside improvement on the South Newport Section of the Oregon Coast Highway, in Lincoln County.

Will you please execute the bond and return all four copies to this office. One copy will be returned to you when fully executed.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

Agate Beach Or.
March 11. 1941

Oregon State Highway Depmt.
Salem, Ore.

Dear Sirs.

Refering to letter of Mar. 10. regarding Bonding Co.

The agent is the follaing
The Aetna Casualty & Surety Co. agent in Portland, Oregon. are Bates, Lively & Pearson.

Yours Truly,
E. F. Altree.

RECEIVED

133-13-3

March 10, 1941

Mr. Edward F. Altree
Agate Beach, Oregon

Dear Sir:

This will acknowledge receipt of four signed copies of Contract No. 2432 for roadside improvement on the South Newport Section of the Oregon Coast Highway, in Lincoln County.

We note that the bond in this contract has not been executed, although you have signed both the contract and bond. If you will advise us as to your surety and agent, we will forward this contract to them for execution of the bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:mbl

133-133

March 5, 1941

Mr. Edward F. Altree
Agate Beach, Oregon

Dear Sir:

We are sending you today by parcel post four copies of Contract No. 2432 which was awarded to you by the State Highway Commission on February 27, covering the matter of roadside improvement on the South Newport Section of the Oregon Coast Highway, in Lincoln County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 (page 15) of the printed General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is called also to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MEL

NOTED
D. G. DeSart

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 3 - 1941
STAT [illegible]

February 27, 1941

SN-FA 133-B-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. SN-FAP 133-B (3), South Newport Section of the Oregon Coast Highway, to Edward F. Altree, Agate Beach, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED

COPY

SN-FAP-133-B-3

February 28, 1941

Mr. E. F. Altree
Agate Beach, Oregon

Dear Sir:

The State Highway Commission on February 27, 1941, awarded you the contract for 0.58 mile roadside improvement on the South Newport Section of the Oregon Coast Highway, in Lincoln County. This award was based on your low bid of $4,354.00, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

cc - [illegible]
[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. M. DEVERS
ATTORNEY
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

COPY

Coast
Projects
Landscaping

13-15-3

January 25, 1941

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

RE: Report and Analysis of South Newport Section Roadside Improvement Project.

Dear Sir:

The South Newport section roadside improvement project is being submitted for your approval. A complete report and analysis for the project indicating the factors which influenced the type of treatment to be used for this section are set forth in the following six sections:

SECTION A

1 - Soil Type:

This section of highway is through a sand dune area in which the soil has little humus and requires new soil to be brought in to cover the existing slopes both to insure plant growth and to check erosion. The soil is extremely acid and is conducive only to acid plants of the type indicated hereinafter.

2 - Climatological Data:

a - Total Annual Rainfall.

1930 - 37.43 inches
1931 - 73.27 "
1932 - No record
1933 - " "
1934 - " "
1935 - 43.46 inches
1936 - 47.30 inches
1937 - 83.30 "
1938 - 59.88 "
1939 - 53.99 "

Average for the above ten year period was 56.95 inches.

Average for the ten year period 1920 to 1929 inclusive was 64.34 inches.

b - Temperature.
Highest last year 83° (June & September)
Lowest Last year 32° (January)

c - Altitude.
Newport - 155 feet.

3 - Plant Adaptability:

The shrubs and groundcover plants specified for this project are all well adapted to near seashore areas, as all varieties listed are acid loving plants and are proven by field tests to be well adapted for the mild coast climate.

The seed formula to be used in the seeding work contains a high percentage of native coast bent grass which does so well in western Oregon, and all seeds specified were recommended by the Agronomist of the United States Department of Agriculture, Bureau of Plant Industry, stationed at Corvallis, Oregon.

SECTION B

1 - General Treatment of Project:

This project is a continuation of the roadside improvement work done at the Yaquina Bay Bridge Plaza under a previous project and extends from this plaza area North to the more populated section of Newport.

Every effort has been made to completely check further erosion from windblow of the sandy cut and fill slopes by topsoiling and planting to groundcover plants or seeding to grass. In the island areas, clusters of the dwarf Mugho Pine have been introduced to tie in with the many adjacent Lodgepole Pine existing along this section and make the transition from the picturesque bay area to the urban section more complete.

SECTION C

The complete list of plant materials to be used is as follows:

Kinnikinnick (Arctostaphylos uva-ursi)
Borsch's Prostrate Broom (Cytisus scoparius prostratum)
Creeping Broom (Genista sagitallis)
Winter Blooming Heath (Erica carnea)
Mugho Pine (Pinus mughus compacta)

SECTION D

Water:

No artificial irrigation lines are contemplated since water is not a problem in this area having as much as eighty inches of rainfall in one year and cool summer days with morning dews occur frequently throughout the summer. For that reason, once the growth has become established the normal rainfall is all the irrigation needed. Until this growth is thoroughly established irrigation by means of a tank truck will be furnished by the Maintenance forces.

SECTION E

Relation of Project to the Six Basic Requirements of the United States Public Roads Administration in Roadside Treatment.

1 - Landscape Grading (flattening, rounding, transition of slopes, etc., and foreign borrow to avoid side borrow.)

The section on which this roadside treatment project is to be conducted is at the present time under construction, and the slopes are to be rounded and left for topsoiling under this contract.

2 - Obliteration of Old Roads and Abandoned Highway Structures, Resoiling, Borrow Pits, etc.

This project has no old pavement or structures to remove or obliterate.

3 - Topsoiling, Improvement of Existing Soils and Soil Preparation Measures Necessary for Seeding or Planting.

This contract includes topsoiling of all areas to be planted or seeded. A natural creek overflow deposit of fine topsoil has been acquired approximately three miles from the project, and this soil when placed four (4") inches deep will effectively cover the sandy slopes and promote plant growth.

Peat Moss and commercial tankage are also included in this contract as soil preparation work.

4 - Planting of Trees and Shrubs (if used as permitted by local soil, slope and climatic conditions.)

This contract calls for the furnishing and planting of 6,865 shrubs and groundcover plants for use in stabilizing the cut and fill slopes and for planting the island areas. The shrubs specified are all of dwarf or creeping habit.

5 - Seeding or Planting of Grasses or other Groundcovers as Rendered Desirable and Possible by Existing Soil, Slope and Climatic Conditions.

This project calls for the seeding of all areas topsoiled except for those planted to shrubs and groundcover plants as hereinbefore indicated.

The type of seed for the seeding is as follows:

Red Top (Agrostis palustris)
Oregon Rye Grass (Lolium multiflorum)
Astoriana Creeping Bent (Agrostis stolonifera astoriana)
Chewings Fescue (Festuca rubra)

6 - Provisions for Properly Designed Rest Areas or Scenic Turnouts.

No scenic views exist along this short section, and turnouts are not required. Parking space is available throughout the project. The southerly end of this project connects with a scenic turnout constructed under previous roadside improvement.

SECTION V

Photographic Log of Project

#1 - View at the beginning of the project looking South from the business section.

#2 - This view is of the high sand fill adjacent to the Newport Park. This bank will be topsoiled and planted to Genista Sagitallis, a creeping dwarf Broom.

#3 - Another view on the East side of the highway showing sandy areas to be topsoiled and seeded to grass.

#4 - This view shows some of the islands that are to be filled with topsoil and planted to dwarf Mugho Pine and native Kinnikinnic groundcover.

#5 - Another island in foreground which is to be filled with topsoil and planted. A winter blooming dwarf Heath was selected for this area.

This contract ends at the end of the curve in this picture as the highway sweeps up over the Yaquina Bay Bridge. The plaza around the bridge end was developed under a previous roadside improvement project.

Respectfully submitted,

R. H. BALDOCK
CHIEF ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:FF
cc to: 5 - W. H. Lynch
1 - H. G. Smith
1 - S. H. Probert

CONTRACT# 2433

SN-FAP 248-A-4 Tunnel Pt.-Rooster Rock 1941
Sec., Columbia River Hwy.

#2433

RECEIVED
SEP 21 1942
FOR FILING

218-A-4

September 21, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank S. Hurner

Gentlemen:

In reply to your inquiry of September 17, 1942, we advise that General Construction Company's contract, No. 2433, was completed on December 20, 1941, and was accepted by the State Highway Commission on January 21, 1942.

Very truly yours,

AM

Secretary

RECEIVED FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

248-A-4

September 8, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 248-A (4)
Tunnel Point-Rooster Rock Section
Columbia River Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

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Section A(4)
Oregon Federal Aid Project No. SN-FAP 248

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 17, 1941 by the Oregon State Highway Commission, and on July 21, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 248, Section A(4); and

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested an increase in the Federal share payable on account of said project as authorized in section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.), and has requested that the Federal funds approved and set aside to the credit of the project be increased from $206,000.00 to $301,830.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three hundred one thousand, eight hundred thirty and 00/100 dollars ($301,830.00) as the share of the United States payable under said act on

account of Section A(4) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read;

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(4) of said project shall not in any event exceed the sum of three hundred one thousand, eight hundred thirty and 00/100 dollars ($301,830.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred seventy-two thousand, six hundred thirty and 50/100 dollars ($372,630.50), the approved total estimated cost of Section A(4) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on July 7, 1942,

and the Administrator on JUL 20 1942.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By W.J.O'Leary
Acting Commissioner of Public Roads

Oregon Federal Aid Project No. SN-FAP 248
Section A(4)

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SN-FAP 248-A(4) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $372,640.50 in lieu of the $206,000.00 approved by Certificate dated July 21, 1941 as the total estimated cost of said project, and the sum of $301,830.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______

one thousand nine hundred and JUL 20 1942

Federal Works Administrator,

By H J O'Leary
Acting Commissioner of Public Roads.

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SEP 4 1942
DISTRICT

U. S. GOVERNMENT PRINTING OFFICE 8—10128

RECEIVED
JUN 30 1942
FOR FILING

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 248-A-4

June 29, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SH-FAP 248-A (4)
Tunnel Point-Rooster Rock Section
Columbia River Highway

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUN 30 1942
OREGON
STATE HIGHWAY COMMISSION

Jon

RECEIVED
MAY 13 1942
FOR FILING

248-A-4

May 12, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Tunnel Point-Rooster Rock Section, Project No. SN-FAP 248-A (4).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/EB

Encl.

Oregon State Highway Department

Federal Aid Project
No. NH-FAP 248-A (4)

TUNNEL POINT-ROOSTER ROCK SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1942

WORK DONE SUBSEQUENT TO MAY 27, 1941

Original Project (Sta. 807+40 to 865+54.5)(Sta. 864+76.2 to 881+00)

1,565,000	cu. yds.	Hydraulic Embankment in Place	$ .159	$248,835.00
60	cu. yds.	Trench Excavation, Unclassified	2.00	120.00
50,000	cu. yds.	Excavation for Topping and Slope Protection, Unclassified	.85	42,500.00
280,000	yd. sta.	Short Overhaul	.02	5,600.00
16,800	C-yd.sta.	Long Overhaul	.22	3,696.00
400	lin. ft.	18" Corr. Metal Pipe, Protected Invert	3.75	1,500.00
200	lin. ft.	24" Corr. Metal Pipe, Protected Invert	4.75	950.00
160	tons	Furnishing and Placing SC-1 Asphalt	20.00	3,200.00
		Subtotal		$306,401.00
		10% Engr. & Cont.		30,640.10
		Total		$337,041.10

Length of Roadway 1.484 miles
Cost per mile $227,116.64

Extension (Sta. 881+00 to 892+50)

All Required		Clearing and Grubbing		$ 600.00
185,000	cu. yds.	Hydraulic Embankment in Place	$ .159	29,415.00
1,500	cu. yds.	Excavation for Topping and Slope Protection, Unclassified	.85	1,275.00
1,200	C-yd.sta.	Long Overhaul	.22	264.00
40	tons	Furnishing and Placing SC-1 Asphalt	20.00	800.00
		Subtotal		$ 32,354.00
		10% Engr. & Cont.		3,235.40
		Total		$ 35,589.40

Length .218 mile
Cost per mile $163,254.12

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Original Project	$ 337,041.10	$ 273,003.00	$ 64,038.10
Extension	35,589.40	28,827.00	6,762.40
	$ 372,630.50	$ 301,830.00	$ 70,800.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 579, laws 1939

18-A-4

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R. H. Baldock

February 11th, 1942

FINAL COST ANALYSIS

Tunnel Point-Rooster Rock — Columbia River Highway
Contract No. 2433 — Hydraulic Embankment & Topping — Prefix 26-1151
General Construction Co., Contractor
Carl Peterson, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing	$1,170.52	All				$600.00
Hydraulic Emb. in Place	162,501.09	1,623,348	Cu. Yd.	$0.10	$0.159	258,112.33
Trench Exc., Unclass.	117.35	61	" "	1.92	2.00	122.00
Excavation for Topping & Slope Protection, Unclassified	35,998.21	49,932.2	" "	0.72	0.85	42,442.37
Short Overhaul	12,943.85	258,877	Yd. Sta.	0.05	0.02	5,177.54
Long "	7,300.92	16,403.9	C-Yd. "	0.44	0.22	3,608.86
18" Corr. Metal Pipe	865.79	372	Lin. Ft.	2.33	3.75	1,395.00
24" " " "	657.29	184	" "	3.57	4.75	874.00
Furnish & Place SC-1 Asphalt	2,587.71	197.416	Ton	13.11	20.00	3,948.32
	$224,142.73					$316,280.42

Gross Revenue	$316,280.42
Total Cost	224,142.73
Net Profit	$92,137.69

Net Profit Equals 29.1% of Gross Revenue

NOTED
State Highway Engineer

Tunnel Point-Rooster Rock

Detail of Cost

Labor:

Supervision	$3,187.29	
Labor	84,737.57	
State Industrial Accident Insurance	7,006.65	
Social Security & Unemployment Insurance	4,236.88	
		$99,168.39

Materials:

18" Corr. Iron Pipe	372	lin. ft.	at $1.77	$658.44	
18" Bands	15		" 2.42	36.30	
24" Corr. Iron Pipe	184	lin. ft.	" 2.77	509.68	
24" Bands	7		" 3.01	21.07	
SC-1 Asphalt	197.416	tons	at $6.70 in Transports	1,322.69	
					2,548.18

Equipment Rental & Misc. Supplies:

Equipment Rental	$56,261.41	
Gas, Oil and Grease	8,602.60	
Explosives	4,270.70	
Drill Steel	2,105.00	
Misc. Supplies & Small Tools	10,777.25	
Public Liability Insurance	689.64	
Power & Pole Line	4,820.59	
Bond	3,662.80	
Home Office & General Overhead	12,651.12	
Move In, Freight, Cartage & Towing	1,198.61	
Electric Power	14,640.93	
Hired Oiling Equipment	592.26	
Field Office Expense	2,153.25	
		122,426.16
Total Cost		$224,142.73

Tunnel Point-Rooster Rock

Breakdown of Solid Rock Excavation

Item	Cost	Quantity	Unit	Unit Cost
Drill & Shoot	$18,285.62	49,932.2	Cu. Yd.	$0.366
Load in Pit	8,171.91	"	" "	0.164
Handle on Road	3,098.44	"	" "	0.062
Proratable, Overhead & Bond	6,442.24	"	" "	0.129
	$35,998.21	49,932.2	Cu. Yd.	$0.721

New 1-3/4 yard shovel used for loading.

Breakdown of Dredging Costs

Item	Cost	Quantity	Unit	Unit Cost
*Dredging	$85,905.61	1,623,348	Cu. Yd.	$0.053
*Shore Work & Finishing	76,595.48	"	" "	0.047
	$162,501.09	1,623,348	Cu. Yd.	$0.100

*Note: Proratable costs included in unit costs.

Dredge averaged 939 cu. yds. per hour.

The dredging was started on July 9th and was completed on October 5th, 1941 and the dredge operated 78% of the total elapsed time.

Tunnel Point-Rooster Rock

Hydraulic Dredging and Rock Topping

Remarks:

This contract, which required the placing of hydraulic embankment, rock topping and slope protection on 1.7 miles of highway, was bid on February 27th, 1941. The contractor started work on July 6th, and completed on December 20th, 1941.

The contractor moved the 22-inch hydraulic dredge "Washington" from an adjacent contract which had just been completed and started pumping on July 9th. The dredge operated until August 23rd, when the thrust shaft on the dredge broke, and work was not resumed until September 2nd. The dredging was then completed on October 5th, without further delay. The dredge operated 72 days and pumped an average of 939 cu. yd. per hour. Two 2-yard Northwest dragline shovels were used on the fill for placing temporary dikes to hold the material for each lift. Pipe and timber sumps were used to remove the excess water as the fill was made. Timber trestles were not used on this contract as all shore pipe was laid on the fill itself. A cat and dozer was used for finishing the 6:1 slope, and the 3:1 slope was finished with the dragline shovels. The contractor made a very good profit on the embankment bid, and costs were much lower than on the previous contract. The lower costs were due to the following factors: The move-in costs were absorbed on the previous contract; the average dredge output per hour was increased 44% or 282 cu. yds. per hour over the preceding contract due to the use of advantageously placed borrow pits instead of the narrow channel limits required on the previous contract; the use of lumber for trestling was eliminated on this contract; and the work in general was better organized.

The down hole method of drilling and shooting was used on the solid excavation in the Tunnel Point cut. Jackhammers and a large portable compressor were used for drilling, and the shooting required 0.6 of a pound of powder per cubic yard. The material was loaded with a new 1-3/4 yard Lima shovel at an average of 90 cu. yds. per hour; 8, 10 and 12-yard trucks were used for hauling, and a D-8 cat and dozer handled the material on the fill. Drilling and shooting costs were high as was the loading cost. The shovel, which was rented on a monthly basis, was operated only one 8-hour shift per day. Hauling costs were quite high as the trucks were operated at a slow speed due to the rough haul road.

The contract shows an excellent profit on the dredging and embankment work which was well organized and supervised. The rock work was not handled as efficiently and shows a loss in spite of a high bid price on the excavation which should have absorbed the loss on the hauling.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

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FEB 19 1942
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248-H-4

February 18, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2433 for work on the Tunnel Point-Rooster Rock Section of the Columbia River Highway, in Multnomah County, has been completed by the contractor, General Construction Company, and that final settlement will be made on or after February 28, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $316,280.42, including final payment, and that no force account work was performed therein. This contract was completed on December 20, 1941, and accepted by the Commission January 21, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

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248-A-4

Stencil No. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

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IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
FEB 3 1942
FOR FILING

February 2, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 248-A (4), Tunnel Point-Rooster Rock Section of the Columbia River Highway, was made by a representative of this office on January 12, 1942. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

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RECEIVED
JAN 13 1942
FOR FILING

203-A-4

January 12, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the General Construction Company, on contract No. 2433, covering work on the Tunnel Point-Rooster Rock Section of ~~the~~ Columbia River Highway, in Multnomah County. This payment, in the amount of $16,427.87, will be made on or after January 22, 1942. The retained percentage is $9,488.41.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

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Form E-1—6M—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

248-a-4

For Week Ending Jan 3, 1942

Section Tunnel Point- Rooster Rock

Kind of work Hydraulic Emb, Rock Topping & Slope Protection

Highway Columbia River

Section prefix 26-1151

Contractor General Construction Co

Contract number 2433

Date of contract Feb, 17, 1941

Date of completion April 30, 1942

Date work started July 6, 1941

Estimated date of completion Dec 20, 1941

Amount of contract $338,755.00

Per cent of time elapsed 81 %

Estimated cost of completed project, exclusive of engineering $~~316,280.42~~ 316,280.42

Per cent of contract completed, based on total contract price 100 100 %

Engineering cost to date, $4830.00, .0152 %

Date project was completed Dec. 20, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed the final records today.

NOTED
[illegible] WEBBER

JAN 5 - 1942

Signed Carl A Peterson

Address Troutdale

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.7	1.7			
Miles partially completed	—	—			
Miles completed	1.7	1.7			
Total estimated quantities	1623348	49932.2			
Estimated quantities moved or placed to date	1623348	49932.2			
Average daily quantities	—	—			
Average daily quantities necessary to complete project on time	—	—			
Number shifts per day	—	—			
Hours per shift	—	—			
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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NOV 17 1941
FOR FILING

RECEIVED
OCT 28 1941
STATE HIGHWAY COMMISSION

R

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

248-G-4

October 27, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

RE: General Construction Co. - 12-116-41

We have a bond outstanding in the amount of $338,755.00 for the General Construction Company to cover the construction of the Tunnel Point-Rooster Rock Section of the Columbia River Highway in Multnomah County.

We would like very much to determine the present status of this contract and enclose herewith a form to be used for this purpose. We would appreciate it very much if you would kindly complete the enclosed form and then return it to us.

Yours very truly,

Supt. of Surety

AS
Encl.

REFERRED TO
DeSart
BY SECRETARY

complete form

DeSart

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RECEIVED
SEP 12 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon SN-FAP 248-A (4)
Tunnel Point, Rooster Rock Section
Columbia River Highway

248-A-4

August 1, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

WA4 Pr 11291

Form P. R. 2

State Oregon

Federal Aid Project No. [illegible]-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of May, 1941

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of September, 19[illegible], a project statement, which was approved on the 26th day of October, 19[illegible], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 8th day of February 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred six thousand, and 00/100 dollars ($206,000.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 51, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 802+40 in Lot 1, Sec. 26, T. 1 N., R. 4 E., W. M., and survey station 892+50 in Lot 2, Sec. 30, T. 1 N., R. 5 E., W.M. (excepting therefrom that portion between survey stations 865+54.5 and 865+76.2), length 1.702 miles, in Multnomah County, being Section A(4) of Oregon Federal Aid project No. NH-FAP/8-8, consisting of 1.702 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of miles in length~~

16—11379 GPO

RECEIVED
JUL 28 1941
REGIONAL HEADQUARTERS

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(4) of said project shall not in any event exceed the sum of two hundred six thousand and 00/100 dollars ($206,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred seventy-two thousand, six hundred thirty and 50/100 dollars ($372,630.50), the approved total estimated cost of Section A(4) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

RE
JUL 28 1941

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of

JUL 21 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
____
(Title of officer)

By ____________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11679

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ____________ day of

JUL 21 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Herman M. Oliver
Member, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
____
(Title of officer)

By ____________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SS-FAP 248-A(4) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $572,630.50 as the total estimated cost of said project, and the sum of $306,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of .... one thousand nine hundred and JUL 21 1941

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RECEIVED
JUL 10 1941
FOR FILING

248-A-4

RECEIVED
JUL 7 - 1941
STATE HIGHWAY COMMISSION

BRIDAL VEIL TIMBER CO.
TERMINAL SALES BLDG.
PORTLAND, OREGON

July 5th, 1941.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Referring to our letter of June 25th, we have made satisfactory arrangements with General Construction Co. so that they can continue to use the dock referred to for the next few months.

Yours very truly,

BRIDAL VEIL TIMBER COMPANY

By Kenneth Noyes

R/W 26

RECEIVED
1941
STATE HIGHWAY COMMISSION

REFERRED TO N. G. Smith
By Asst. State Highway Engineer

June 25th, 1941.

General Construction Co.,
Henry Building,
Portland, Oregon.

Attention of Mr. Cook

Gentlemen:-

Under our agreement with the State Highway Department, we have the right during the year to use the water front from Station 730.80 to 750 on the New Columbia River Super Highway. We are paying a substantial sum per year for this water front to the owners of the land.

While we want to be as helpful as we can, the fact is it is necessary for us to drop rafts to the dolphin currently used at the head of our storage ground, which dolphin is above your dock. We cannot drop them to a point below your dock. Our boom boat is not powerful enough. Our method is to snub them down.

It is unfortunate your dock was built where it is. It throws our rafts out of line, and in addition, when your boat goes in behind the rafts to reach the dock, the rafts are often damaged as to the gear on them, making it necessary for us to replace the damaged gear, which is an expense in material and labor.

We will be glad to discuss the matter with you and to see what can be done to remedy the present condition there which is far from satisfactory.

Yours very truly,

BRIDAL VEIL TIMBER COMPANY

By Robert H Noyes
Treasurer

248-A-4

RECEIVED
MAY 29 1941
FOR FILING

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

RECEIVED
MAY 27 1941
OREGON
STATE HIGHWAY COMMISSION

May 26, 1941

5/28/41

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have a bond outstanding for the General Construction Company to cover a contract for the construction of the Tunnel Point-Rooster Rock Section of the Columbia River Highway in Multnomah County. The contract and bond are both in the amount of $338,755.

We would like very much to know of the present status of this contract with the result that we would appreciate it if you would kindly complete the enclosed status report blank and send it back to us.

We enclose a self-addressed envelope for your convenience in replying and want to thank you for your kindness.

Yours very truly,

Supt. of Surety

RCW:LK
Encl.

REFERRED
BY SECRETARY

Get me the dope on ~~this~~ not yet started

AL WORKS AGENCY
ADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon SN-FAP 248-A (4)
Tunnel Point - Rooster Rock Section
Columbia River Highway

COMMISSION

May 7, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

a

RECEIVED
MAY 8 1941
~~FOR FILING~~
248-A-4

OREGON STATE HIGHWAY COMMISSION

Tunnel Point = Rooster Rock

May 7, 1941

General Construction Co.
503 Henry Bldg.
Portland, Oregon

Attention: C. D. Cook

Gentlemen:

Mr. Collier has referred to us your letter of April 24, concerning the change recently ordered by the Federal Government in the form to be used by contractors in the submitting of transcripts of pay rolls.

The Federal Government's order calls for the use of the new form beginning May 1, and does not authorize any variance to enable contractors to use up stocks on hand. We are sorry that you happen to have a considerable supply of the old form on hand, but we do not feel that the situation is one which justifies our tendering you any reimbursement.

We are not insisting on the use of the new form in connection with projects which are being financed wholly with State funds, but as your Company holds no contracts for projects of that kind, this will be of no advantage to you.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to H. G. Smith
E. A. Collier

FORM E-10 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 3, 1941

Subject:

To: ✓ Mr. R. H. Baldock
Chief Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith letter from General Construction Company, written, I think, by a timekeeper. It was handed to Peterson for transmittal to Salem.

I am telling contractors who inquire that this change in forms is required by the Government, and that firms that have payroll forms on hand might use them on State projects, but they cannot use them on Federal Aid projects, nor is there any way that we can compensate them for forms discarded.

I suggest this letter be not answered.

Yours very truly,

E A Collier

E. A. Collier
Division Engineer

EAC:IH
Encl.

GENERAL CONSTRUCTION COMPANY

•

GENERAL CONTRACTORS

•

503 HENRY BUILDING
PORTLAND, OREGON

April 24, 1941.

RECEIVED
APR 28 1941
OF
DIVISION ENGINEER
DIVISION NO. 1

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

We have your circular letter of April 16, 1941, covering change in transcripts of payrolls.

Under date of April 7th we purchased 500 of the old forms (PRA Form 176) the cost of same being $8.00.

It is requested that you advise us as to whether we be permitted to use up this supply of old Forms or be reimbursed in the amount of $8.00 covering the cost of same.

Yours very truly,

GENERAL CONSTRUCTION COMPANY

By: C D Cook
C. D. COOK

RECEIVED
MAY 8 1941
FOR FILING

248-A-4

May 7th, 1941

General Construction Co.
3640 Iowa Avenue
Seattle, Washington

Gentlemen:

During an inspection of your dredging west of Corbett last week it was noticed that you were not finishing your work in sufficient time to allow the Coulter contract to proceed in time to get the riprapping finished before high water.

I realize that there is every indication that there will be a comparably low water in the Columbia River this year, but conditions can change very rapidly, and I am quite sure that a few days of unanticipated rain would cause a much higher water than anticipated and even high enough to wash away the dredged material unless it is protected by riprapping.

Under these circumstances, I would appreciate it very much if you would take immediate steps to finish the slopes on the east end of the job so that the riprapping can proceed.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

R

cc to: E. A. Collier

Form 3010

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

RECEIVED
1941

File 248-A-4

April 21,1941

General Construction Company,
Henry Building,
Portland, Oregon

Gentlemen:

Attached is your fully executed copy of agreement between your company, OWR&N-Union Pacific, and The Western Union Telegraph Company, covering construction work on Tunnel Point-Rooster Rock section of relocated Columbia River Highway in Multnomah County, Oregon.

Yours very truly,

S MURRAY

CC Mr.C.P.Norton - Western Union copy of above to you herewith.
✓Mr.R.H.Baldock - Herewith copy of above for your file, per request of Mr.Dick, of General Construction Co.
SM

REFERRED TO
By Asst. State Highway Engineer

SHIP AND TRAVEL BY RAIL

THIS AGREEMENT made and entered into this 10th day of March 1941, by and between GENERAL CONSTRUCTION COMPANY, a Washington corporation

(hereinafter called the "Contractor"), party of the first part; OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its lessee UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called the "Railroad Company"), party of the second part, and THE WESTERN UNION TELEGRAPH COMPANY, a New York corporation (hereinafter called the "Telegraph Company"), party of the third part,

WITNESSETH:

WHEREAS, on the 27th day of February 1941, the Contractor entered into an agreement with the State of Oregon, acting by and through the State Highway Commission, for the performance of the following work by said Contractor on the Tunnel Point-Rooster Rock Section of relocated Columbia River Highway in Multnomah County, Oregon:

1. Construction of 1.7 miles of highway roadbed, involving approximately 1,750,000 cubic yards of hydraulic embankment.

2. Construction of 1.7 miles of rock roadbed topping, involving approximately 11,500 cubic yards of excavation.

3. Construction of 0.8 mile of rock embankment slope protection, involving approximately 40,000 cubic yards of excavation.

4. Installation of pipe culverts as called for by the plans.

5. Performance of such additional and incidental work as is called for by the specifications and plans.

The west end of the project is at Station 502 plus 40, which station is about 0.2 mile east of Corbett Station on the Union Pacific Railroad and about five and one-half miles east of Troutdale. The east end of the project is at Station 592 plus 50, which station is about 0.57 mile east of Rooster Rock. The total length of the project is 1.71 miles, being located between railroad mile posts 21.20 and 22.96.

WHEREAS, the work to be performed by the Contractor as contemplated by said agreement will require the Contractor to enter, go and be upon and about the properties of the Railroad Company, and said work presents elements of substantial danger to the property owned and operated by the Railroad Company, including telephone, telegraph, signal and other wires, and to the telegraph and telephone wires and pole lines owned by the Telegraph Company, and the said agreement between the Contractor and the State requires the Contractor to protect the Railroad and Telegraph Companies against damage, and the Railroad Company is unwilling that said work proceed unless and until the Contractor shall make, execute and deliver to the Railroad and Telegraph Companies an acceptable indemnity agreement for their protection and indemnification and surety bond in substance and form satisfactory to them; and

WHEREAS, it is the purpose and desire of the parties hereto that the work to be done by the Contractor shall be so prosecuted as to avoid interference with the trains, motive power or equipment of the Railroad Company, or damage or injury to property in its custody, or to persons, and likewise to avoid interference with the telegraph, telephone, pole, wire or signal lines owned and/or operated by the Railroad Company and the Telegraph Company, or either of them, and used by said companies respectively, and to comply with said special provision contained in said contract between the Contractor and the State of Oregon;

NOW, THEREFORE, it is agreed by and between the parties as follows:

Section 1. The Engineer of the Railroad Company (as hereinafter defined) shall be recognized by the Contractor, and objections made by him to the Contractor, or its representative, upon the work as to the manner in which the work is being or is about to be done, shall be observed by the Contractor at its own expense, and suggestions or plans made or proposed by said Engineer of the Railroad Company as to the method, manner or materials used in doing any work that may threaten interference with or damage to the Railroad Company or any of its property, or property in its custody, or to property of the Telegraph Company, or property owned, operated or used by either of them, or to the employes of either of such companies or to the passengers of the Railroad Company, shall also be observed and complied with by the Contractor at its own expense. However, the presence of the Engineer of the Railroad Company or the compliance by the Contractor with any objection, suggestion or plan made or proposed by him, shall not operate to relieve the Contractor from the responsibilities assumed by it in this agreement or otherwise incumbent upon it, but on the contrary the Contractor shall be solely responsible to the extent in this agreement provided.

Section 2. The Contractor shall, at its own cost and expense, adequately protect the property of the Railroad Company and its appurtenances and property in its custody from damage, destruction, or interference, and shall so prosecute the work as not to interfere with the railroad or its appurtenances, or any of the Railroad Company's trains or facilities, or the operation thereof, and shall complete the work to a condition where the same shall not interfere with or menace the integrity or safe and successful operation of the railroad or its appurtenances, or any of the Railroad Company's trains, cars, engines or facilities.

Section 3. The Contractor shall, at its own cost and expense, adequately protect and maintain the poles, wires and property owned or used by the Telegraph Company as a telegraph and/or telephone line or lines, and shall so prosecute the work as not to interfere with the use of said telegraph or telephone lines, or the operation of same, and shall complete the work to a condition whereby the same shall not interfere with or menace the integrity or safe and successful operation of said telegraph or telephone lines.

Section 4. The Railroad Company in respect to its telephone, telegraph, signal and train control systems and facilities, and appurtenances thereof, may whenever and as often as the operations or the work of the Contractor in the judgment of the Railroad Company renders such action necessary or desirable, cause its said systems, facilities and appurtenances to be patrolled by one of its employes, and the Contractor will reimburse the Railroad Company for the expense thereof upon receipt of bill therefor.

In the event that activities of the Contractor render it necessary in the judgment of the Railroad Company to move portions of said telephone, telegraph, signal and train control systems and facilities for the safety and security thereof, or in the event said systems and facilities have been impaired and interfered with by the operations of the Contractor, then in either of such circumstances the Railroad Company shall employ the necessary force of men and assemble and furnish the necessary materials to shift or relocate such systems and facilities, or to repair same, as the case may be, and shall perform such work of relocation or repair, and the Contractor will reimburse the Railroad Company for the resulting cost and expense.

Section 5. The Telegraph Company in respect to its telegraph and telephone lines and facilities and appurtenances thereof may whenever and as often as the operations or work of the Contractor in the judgment of the Telegraph Company renders such action necessary or desirable, cause its said telegraph and telephone lines and facilities and appurtenances to be patrolled by one of its employes, who shall make such minor repairs thereto as may be required in the judgment of the Telegraph Company, and the Contractor will reimburse the Telegraph Company for the expense thereof upon receipt of bill therefor; provided the maximum wages and expenses of such employe shall not in any event exceed Two Hundred Dollars ($200.00) a month.

In the event the activities of the Contractor render it necessary in the judgment of the Telegraph Company to move portions of its said telegraph or telephone lines or facilities and appurtenances thereof, for the safety and security thereof, or in the event that said lines, facilities and appurtenances have been impaired or interfered with by the operations of the Contractor, then in either of such circumstances the Telegraph Company may employ the necessary force of men and assemble and furnish the necessary materials to shift or relocate said lines, appurtenances or facilities or to repair the same as the case may be, and shall perform such work of relocation or repair, and the Contractor will reimburse the Telegraph Company for the resulting cost and expense.

Section 6. The Contractor shall at its own expense employ and station flagmen and/or watchmen satisfactory to the Railroad Company, at such place or places as the Engineer of the Railroad Company may determine necessary; provided the Railroad Company may, if it so elects, furnish flagmen and/or watchmen at the expense of the Contractor.

Section 7. The Contractor at its own expense shall keep the ditches of the Railroad Company open and clean from any deposits; and keep the right of way and other property of the Railroad Company clean from stone and material, and shall clean and restore any ballast of the Railroad Company which is disturbed or becomes fouled with dirt or material, when the same results from the operations of the Contractor. Whenever the Contractor is about to do any work of blasting or other or different work which the engineer of the State Highway Commission and the Engineer of the Railroad Company agree threatens serious damage to or obstruction of the tracks or roadbed of the Railroad Company, the Railroad Company may at its option assemble such laborers, material, equipment, tools and machinery as said Engineer of the Railroad Company may deem necessary to have upon the ground in readiness to cope with any emergency which may arise, and to speedily restore and repair said tracks and roadbed in the event of damage, and in the event such action is taken by the Railroad Company, the Contractor will reimburse said Railroad Company for all expense incurred in assembling such laborers, material and equipment, and the expense of the use of same in clearing and restoring the tracks and roadbed, and in returning said laborers, material, equipment, tools and machinery to the point from whence brought, including a reasonable rental charge for said tools, equipment and machinery so assembled, whether used or not.

Section 8. The Contractor shall be responsible for any damage or injury or destruction to the railroad or any property of the Railroad Company, or property in its custody, and for delay of or interference with trains, motive power or equipment, and for injury to or death of persons caused or contributed to by the conduct, operations or work of the Contractor, its servants, agents and employes, except that caused by the sole negligence of the Railroad Company, and will indemnify and hold harmless the Railroad Company from any claims, damages, cost or expense incurred by the Railroad Company in consequence thereof; and the Contractor shall likewise be responsible to the Telegraph Company for damage to or destruction of the telegraph or telephone lines, pole lines, wire lines or appurtenances, and for interference with the use of same and for damage to or destruction of the property of the Telegraph Company, and for injury to persons or loss of life resulting from or contributed to by the operations of the Contractor, and the Contractor shall indemnify and hold harmless the Telegraph Company from any damages, costs, expense or claims resulting from or contributed to by the operations, conduct or work of the Contractor, its servants, agents and employes, except that caused by the sole negligence of the Telegraph Company. While it is the intent and purpose of the parties that the Contractor shall fully indemnify the Railroad and Telegraph Companies as herein provided, it is recognized that PREVENTION of accidents is of the greatest importance, and nothing herein shall be construed as mitigating the requirements herein elsewhere contained, that the Contractor perform all work in such manner as to avoid accidents.

Section 9. The word "Contractor" wherever employed in this agreement shall be deemed to include the corporation or individuals designated as "Contractor" and its or their officers, agents, servants and employes, and any and all subcontractors, their officers, agents, servants and employes.

Section 10. The phrase "Engineer of the Railroad Company" wherever employed in this agreement, shall be deemed and construed to mean and include the Resident Engineer or the Superintendent of the Oregon Division of the Railroad Company or any engineer designated by them or either of them.

Section 11. The Contractor shall furnish a bond in favor of the Railroad Company and Telegraph Company jointly and severally, with a surety company qualified to transact a general surety business in Oregon, as surety, in the amount of fifty thousand dollars ($ 50,000.00), guaranteeing the complete and faithful performance by the Contractor of the covenants, promises and obligations of the Contractor in this agreement.

Section 12. It is further agreed that this contract shall be deemed to cover and include any special or force account work done by the Contractor at the instance of the State of Oregon in connection with the prosecution of said work.

Section 13. Nothing herein shall be deemed to confer any easement or right of occupancy or use of any of the property of the Railroad Company or to estop it from challenging the right of occupancy or use of said property for highway or for any other purposes. It is contemplated that said Railroad Company during the prosecution of said work by the Contractor shall operate its trains at all times in the manner customary and as if this contract had not been made.

Section 14. Whenever the Railroad Company and/or the Telegraph Company shall incur any cost or expense by reason of the payment of wages to persons engaged in the patrolling, protection, repairing or changing of its or their property for which expense the Contractor agrees to reimburse the Railroad Company and/or Telegraph Company under the provisions of this agreement, there shall be added to the amount of such cost or expense ten per cent (10%) thereof to cover superintendence and elements of expense not capable of exact ascertainment, and the sum thereof shall be paid by the Contractor to the Railroad Company and/or Telegraph Company, as the case may be.

Section 15. The Contractor covenants and agrees to pay to the Railroad Company or the Telegraph Company, as the case may be, all amounts from time to time becoming due hereunder from the Contractor to either of said companies, promptly upon receiving bill therefor from the company entitled to said payment, and if either the Railroad Company or the Telegraph Company, or both, shall commence any suit, action or proceeding to recover from the Contractor or surety, or both, any amount or amounts accruing hereunder, the Railroad Company or the Telegraph Company, or both, as the case may be, shall be entitled to recover in such suit, action or proceeding such amount as the court may determine to be reasonable as attorney's fees.

Section 16. This agreement shall be binding upon and inure to the benefit of the parties hereto, their heirs, administrators, executors, successors and assigns.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the date herein first above written.

GENERAL CONSTRUCTION COMPANY

(Sg) By H. A. Deck
Vice President

Attest:
(Sg) J. E. Beardsley
Secretary

Seal

OREGON-WASHINGTON RAILROAD &
NAVIGATION COMPANY,
UNION PACIFIC RAILROAD COMPANY

(Sg) By F. N. Finch
General Manager

THE WESTERN UNION TELEGRAPH
COMPANY

Seal

(Sg) By Martin H. Clapp
Gen. Cont. Manager

Attest:
(Sg) J. M. Riley
Asst. Secretary

KNOW ALL MEN BY THESE PRESENTS that GENERAL CONSTRUCTION COMPANY, a Washington corporation as principal, and United States Fidelity and Guaranty Company a corporation of the State of Maryland, authorized to do a general surety business in the State of Oregon, as surety, are jointly and severally held and firmly bound unto OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY and its lessee, UNION PACIFIC RAILROAD COMPANY, corporations, collectively called "Railroad Company", and THE WESTERN UNION TELEGRAPH COMPANY, a corporation, their successors, assigns and lessees, and to whom it may concern, in the sum of Fifty Thousand Dollars ($50,000.00), for the payment of which we jointly and severally bind ourselves, our heirs, administrators, executors, successors and assigns, firmly by these presents.

Dated at Portland Oregon this 21st day of March 1941.

THE CONDITION OF THIS BOND IS SUCH THAT:

WHEREAS, on the 10th day of March 1941, the above-named principal entered into a certain contract with the above-named obligees, effective during the prosecution of the work therein referred to and consisting of the following work on the Tunnel Point-Rooster Rock Section of relocated Columbia River Highway in Multnomah County, Oregon:

1. Construction of 1.7 miles of highway roadbed, involving approximately 1,750,000 cubic yards of hydraulic embankment.

2. Construction of 1.7 miles of rock roadbed topping, involving approximately 11,500 cubic yards of excavation.

3. Construction of 0.8 mile of rock embankment slope protection, involving approximately 40,000 cubic yards of excavation.

4. Installation of pipe culverts as called for by the plans.

5. Performance of such additional and incidental work as is called for by the specifications and plans.

The west end of the project is at Station 502 plus 40, which station is about 0.7 mile east of Corbett Station on the Union Pacific Railroad and about five and one-half miles east of Troutdale. The east end of the project is at Station 592 plus 50, which station is about 0.37 mile east of Rooster Rock. The total length of the project is 1.71 miles, being located between railroad mile posts 21.99 and 23.70.

which said work will require the principal to enter, go and be upon and about the properties of the Railroad Company and will expose the properties of the Railroad and Telegraph Companies to danger, in connection with a certain contract between the principal and the State of Oregon for the performance of said work, a copy of which contract between the principal and the obligees has been received by the surety above named; and

WHEREAS, said contract between the principal and the obligees (which contract is hereby made a part hereof) contains certain terms, provisions, conditions and covenants to be performed by said principal in favor of said obligees;

NOW, THEREFORE, if the principal herein shall faithfully and truly and in all respects observe, perform and comply with each and all of the terms, provisions, conditions and covenants contained in said contract between the principal and the obligees and shall well and truly do and perform all matters and things to be performed by said principal under the terms of said contract, and shall indemnify and save and hold harmless the obligees, and each of them, and whomsoever may be concerned, as provided in said contract, and shall promptly pay all just debts, dues and demands incurred in the performance of said contract according to law, then this obligation shall be void; otherwise to remain in full force and effect. This bond may be enforced by the obligees either jointly or severally. The term "obligees" wherever used in this bond shall be deemed and taken to mean and include said Oregon-Washington Railroad & Navigation Company, said Union Pacific Railroad Company and said The Western Union Telegraph Company and their respective successors, assigns and lessees.

This bond shall be and remain in full force and effect until all obligations of the principal to the obligees have been fulfilled, but this bond shall not be deemed to apply or extend to any accident occurring after completion of the work as herein defined, unless the same be caused or contributed to by a condition created by the principal during the progress of the work. The work shall be deemed completed when the same is actually physically completed and accepted in writing by the State Highway Commission and the principal and any and all subcontractors have permanently vacated the premises and removed therefrom all tools, equipment and surplus materials, but not before. The principal and/or surety shall pay all amounts becoming due the obligees or either of them under the aforesaid contract between the principal and the obligees or under this bond, irrespective of whether or not said amounts are known or determined or become due before or after, or bills therefor are rendered before or after the completion of the work as herein defined.

IN WITNESS WHEREOF, said principal and surety have executed these presents on the date hereinabove stated.

GENERAL CONSTRUCTION COMPANY
Principal

(Sg) By H. A. Dick
Vice President

Attest:
(Sg) J. E. Beardsley
Secretary

Seal

United States Fidelity and Guaranty Company
Surety

Seal

(Sg) By Raymond C. Weiss
Atty-in-fact.

Countersigned at Portland, Oregon

(Sg) By Raymond C. Weiss
Resident Agent

RECEIVED
APR 9 1941
FOR FILING

248-A-4

April 7, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Tunnel Point-Rooster Rock Section, Project No. SN-FAP 248-A (4).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. N. Probert
Office Engineer

Dist. by J. F. Nash/MR

Encl.

Oregon State Highway Department

Federal Aid Project
No. SM-FAP 248-A (4)

TUNNEL POINT-ROOSTER ROCK SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 22, 1941

Original Project (Sta. 802+40 to 865+54.5) (Sta. 865+76.2 to 881+00)

1,565,000	cu. yds.	Hydraulic Embankment in Place	$ .159	$248,835.00
60	cu. yds.	Trench Excavation, Unclassified	2.00	120.00
50,000	cu. yds.	Excavation for Topping and Slope Protection, Unclassified	.85	42,500.00
280,000	yd. sta.	Short Overhaul	.02	5,600.00
16,800	C-yd.sta.	Long Overhaul	.22	3,696.00
400	lin. ft.	18" Corr. Metal Pipe, Protected Invert	3.75	1,500.00
200	lin. ft.	24" Corr. Metal Pipe, Protected Invert	4.75	950.00
160	tons	Furnishing and Placing SC-1 Asphalt	20.00	3,200.00
			Subtotal	$306,401.00
			10% Engr. & Cont.	30,640.10
			Total	$337,041.10

Length of Roadway 1.484 miles
Cost per mile $ 227,116.64

Extension (Sta. 881+00 to 892+50)

All Required		Clearing and Grubbing		$ 600.00
185,000	cu. yds.	Hydraulic Embankment in Place	$ .159	29,415.00
1,500	cu. yds.	Excavation for Topping and Slope Protection, Unclassified	.85	1,275.00
1,200	C-yd.sta.	Long Overhaul	.22	264.00
40	tons	Furnishing and Placing SC-1 Asphalt	20.00	800.00
			Subtotal	$ 32,354.00
			10% Engr. & Cont.	3,235.40
			Total	$ 35,589.40

Length of Roadway .218 mile
Cost per mile $ 163,254.12

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Original Project	$ 337,041.10	$ 186,325.00	$ 150,716.10
Extension	35,589.40	19,675.00	15,914.40
	$ 372,630.50	$ 206,000.00	$ 166,630.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
MAR 31 1941
FOR FILING

248-A-4

March 27, 1941

General Construction Company
503 Henry Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2433 which was awarded to you on February 27, 1941, for hydraulic embankment, rock topping and slope protection on the Tunnel Point-Rooster Rock Section of the Columbia River Highway, in Multnomah County. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
MAR 31 1941
FOR FILING

24R-A-4

March 27, 1941

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2433 which was awarded to the General Construction Company on February 27, 1941, for hydraulic embankment, rock topping, and slope protection on the Tunnel Point-Rooster Rock Section of the Columbia River Highway, in Multnomah County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD:AM
Secretary

RECEIVED
MAR 19 1941
FOR FILING

248-A-4

GENERAL CONSTRUCTION COMPANY

GENERAL CONTRACTORS

503 HENRY BUILDING
PORTLAND, OREGON

RECEIVED
MAR 19 1941
STATE HIGHWAY COMMISSION

March 18, 1941.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Attention - Mr. H. B. Glaisyer

We are returning to you by Railway Express four copies of contract covering the Tunnel Point-Rooster Rock Section of the Columbia River Highway in Multnomah County.

These copies have been duly signed by officiers of our Company.

We also are sending you four copies of the of the Bond in the amount of $50,000.00 as called for in the contract to protect the O. W. R. R. & N. Co. and it's lesee the Union Pacific Railroad Co. and the Western Union Telegraph Company.

(sent by mistake.
Mr. Dick phoned requesting ~~[illegible]~~ be returned.
gave all 4 copies & [illegible] & return in person 3/19/41
HBG

Yours truly,

GENERAL CONSTRUCTION COMPANY

H. A. Dick
H. A Dick
Vice President

Received 3-19-41
D.J.W.

RECEIVED

248-A-4

March 8, 1941

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Co.
Portland, Oregon

Dear Sir:

Replying to your letter of March 7 concerning the Tunnel Point-Rooster Rock Project on the Columbia River Highway, in Multnomah County, wish to say that the contract for this work was awarded by the State Highway Commission to the General Construction Company, Seattle, Washington, and Portland, Oregon, on February 27, 1941. The work consists of 1.7 miles grading and roadbed topping.

According to our records this company is a corporation. Its Portland address is 503 Henry Building.

I am forwarding to you, under separate cover, along with the contracts for the Ramsey-Blalock and Quinton-Ramsey Sections of the Columbia River Highway, a copy of the contract for the Tunnel Point-Rooster Rock Project. If the information given you is not all you need please advise and I will be pleased to furnish additional information.

Very truly yours,

HBG:AM

Secretary

Form 8010
7-37-5,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

March 7,1941

Mr.R.H.Baldock,
Chief Engineer,
State Highway Commission,
Salem,Oregon

Dear Sir:

It is my understanding you received bids for reconstruction of the Columbia River Highway in Multnomah County, from Tunnel Point east to Rooster Rock,for hydraulic embankment, rock topping and slope protection. If contract has been awarded for this work will you please advise full corporate name of the contractor and his address,also date of your contract with the contractor. This for the purpose of drafting our indemnity agreement to conform.

Yours truly,

S MURRAY

ANSWERED
H. B. GLAISYER

SHIP AND TRAVEL BY RAIL

NOTED
D. G. DeSart

248-A4

March 5, 1941

GENERAL CONSTRUCTION COMPANY
3840 Iowa Avenue
Seattle, Washington

Gentlemen:

We are sending you today by express four copies of Contract No. 2433 which was awarded to you by the State Highway Commission on February 27, 1941, covering the construction of hydraulic embankment, rock topping, and slope protection on the Tunnel Point-Rooster Rock Section of the Columbia River Highway, in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 (page 15) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MBL

NOTED
D. G. DeSart

RECEIVED

SN-FAP-248-A4

February 28, 1941

GENERAL CONSTRUCTION COMPANY
3840 Iowa Avenue
Seattle, Washington

Gentlemen:

The State Highway Commission on February 27, 1941, awarded you the contract for 1.7 miles grading and crushed topping on the Tunnel Point-Rooster Rock Section of the Columbia River Highway, in Multnomah County. This award was based on your low bid of $338,755.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

cc - S. H. Probert
C. B. [illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 3 - 1941
STATE HIGHWAY COMMISSION

February 27, 1941

SN-FAP 248-A-4

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. SN-FAP 248-A (4), the Tunnel Point-Rooster Rock Section of the Columbia River Highway, to General Construction Co., Seattle, Washington, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

a

RECEIVED

SN-A-4

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. SN-FAP 248-A (4), the Tunnel Point-Rooster Rock Section of the Columbia River Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

February 6, 1941

Mr. W. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of revised estimate and three copies of revised form PR 46, for the Tunnel Point-Rooster Rock Section, Project No. SH-FAP 248-A (4).

Five blueprint copies each of the plan title sheet and quantity summary sheet, and five bid proposals are being sent under separate cover.

These papers have been revised by the inclusion of additional work on the project consisting of slope oiling.

Likewise, the location of the borrow pits have been indicated on the title sheet.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. SM-FAP 248-A (4)

TUNNEL POINT-ROOSTER ROCK SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 5, 1941

Original Project (Sta. 802+40 to 865+54.5) (Sta. 865+76.2 to 881+00)

1,565,000	cu. yds.	Hydraulic Embankment in Place	$ .15	$ 234,750.00
60	cu. yds.	Trench Excavation, Unclassified	1.00	60.00
50,000	cu. yds.	Excavation for Topping and Slope Protection, Unclassified	.60	30,000.00
280,000	yd. sta.	Short Overhaul	.008	2,240.00
16,800	C-yd.sta.	Long Overhaul	.30	5,040.00
400	lin. ft.	18" Corr. Metal Pipe, Protected Invert	3.00	1,200.00
200	lin. ft.	24" Corr. Metal Pipe, Protected Invert	4.00	800.00
160	tons	Furnishing and Placing SC-1 Asphalt	20.00	3,200.00
		Subtotal		$ 277,290.00
		10% Engr. & Cont.		27,729.00
		Total		$ 305,019.00

Length of Roadway 1.484 miles
Cost per mile $ 205,538.40

Extension (Sta. 881+00 to 892+50)

All Required		Clearing and Grubbing		$ 200.00
185,000	cu. yds.	Hydraulic Embankment in Place	$ .15	27,750.00
1,500	cu. yds.	Excavation for Topping and Slope Protection, Unclassified	.60	900.00
1,200	C-yd.sta.	Overhaul	.30	360.00
40	tons	Furnishing and Placing SC-1 Asphalt	20.00	800.00
		Subtotal		$ 30,010.00
		10% Engr. & Cont.		3,001.00
		Total		$ 33,011.00

Length of Roadway .218 mile
Cost per mile $ 151,426.60

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Original Project	$ 305,019.00	$ 186,063.00	$ 118,956.00
Extension	33,011.00	20,137.00	12,874.00
	$ 338,030.00	$ 206,200.00	$ 131,830.00

PR 46

Roadway (Tunnel Point-Rooster Rock Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 1, 1941

State Oregon

Completion Date (Est.) April 30, 1942

Project No. [illegible]-FAP 248-A (4)

Estimated Total Cost Roadway $ 338,030.00

Length: Miles 1.702

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	13,000
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	52,000	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	38,000
5	Timber piling	Lft.					

Oregon State Highway Department

Federal Aid Project
No. SN-FAP 248-A (4)

TUNNEL POINT-ROOSTER ROCK SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 3, 1941

Original Project (Sta. 802+40 to 865+54.5) (Sta. 865+76.2 to 881+00)

1,565,000	cu. yds.	Hydraulic Embankment in Place	$ .15	$ 234,750.00
60	cu. yds.	Trench Excavation, Unclassified	1.00	60.00
50,000	cu. yds.	Excavation for Topping and Slope Protection, Unclassified	.60	30,000.00
280,000	yd. sta.	Short Overhaul	.008	2,240.00
16,800	C-yd.sta.	Long Overhaul	.30	5,040.00
400	lin. ft.	18" Corr. Metal Pipe, Protected Invert	3.00	1,200.00
200	lin. ft.	24" Corr. Metal Pipe, Protected Invert	4.00	800.00
		Subtotal		$ 274,090.00
		10% Engr. & Cont.		27,409.00
		Total		$ 301,499.00

Length of Roadway 1.484 miles
Cost per mile $ 203,166.44

Extension (Sta. 881+00 to 892+50)

All Required		Clearing and Grubbing		$ 200.00
185,000	cu. yds.	Hydraulic Embankment in Place	$ .15	27,750.00
1,500	cu. yds.	Excavation for Topping and Slope Protection, Unclassified	.60	900.00
1,200	C-yd.sta.	Overhaul	.30	360.00
		Subtotal		$ 29,210.00
		10% Engr. & Cont.		2,921.00
		Total		$ 32,131.00

Length of Roadway .218 mile
Cost per mile $ 147,389.90

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Original Project	$ 301,499.00	$ 183,920.00	$ 117,579.00
Extension	32,131.00	19,600.00	12,531.00
	$ 333,630.00	$ 203,520.00	$ 130,110.00

TUNNEL POINT-ROOSTER ROCK SECTION

PROJECT NO. SN-FAP 248-A (4)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

February 3, 1941

PR 46

Roadway (Tunnel Point-Rooster Rock Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 1, 1941 State Oregon

Completion Date (Est.) April 30, 1942 Project No. SN-FAP 248-A (4)

Estimated Total Cost Roadway $ 333,630.00 Length: Miles 1.702

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	13,000
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

CONTRACT# [redacted] 2434

9-4206 Lapine Rock Production
The Dalles-California & Fremont Hwys.

2434

RECEIVED
AUG 13 1942
FOR FILING

9-4206

August 12, 1942

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of August 11, 1942, with a copy of a letter attached from Dey, Hampson and Nelson, advising that the claims of the Standard Oil Company of California and J. D. Ward against Chester T. Lackey, in connection with state highway contract No. 2434, have been paid by Mr. Lackey.

In accordance with our usual practice, we are today bringing this information to the attention of the surety on the bond and to Mr. Lackey.

Very truly yours,

DD:AM

Secretary

NOTED
D.G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

August 11, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed is a copy of a letter from Dey, Hampson and Nelson, Attorneys, Portland, Oregon, advising of the satisfaction of notices of claim by Standard Oil Company of California and by J. D. Ward, filed in this office March 21, 1942, our file numbers 3048 and 3049.

Very truly yours,

Earl Snell
Secretary of State

S:FL

Enc.

RECEIVED
AUG 12 1942
STATE HIGHWAY COMMISSION

Not to acknowledge
HBG

COPY

DEY, HAMPSON & NELSON
Attorneys at Law
800 Pacific Bldg.
Portland, Oregon

August 10, 1942

Hon. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

On March 21, 1942, we filed on behalf of the Standard Oil Company of California its claim in the sum of $108.06 and on behalf of D. J. Ward, doing business as Bend Burner Oil Service, his claim of $513.62 against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company surety, for petroleum products furnished in connection with the work on The Dalles-California and Fremont Highways, Oregon State Highway Contract No. 2434.

Please be advised that both of these claims have been paid by Mr. Lackey and we request that you mark your records to that effect and consider this letter as a withdrawal of said claims.

Very truly yours,

DEY, HAMPSON & NELSON.

14/9

RECEIVED
AUG 11 1942
FOR FILING

9-4206

August 11, 1942

United Pacific Insurance Company
Exchange Building
Seattle, Washington

Gentlemen:

We have been advised by Dey, Hampson & Nelson, Attorneys at Law, Pacific Building, Portland, that the claims which they have filed in behalf of the Standard Oil Company of California, in the amount of $108.06, and D. J. Ward, dba Bend Burner Oil Service, in the amount of $513.62, against Chester T. Lackey on contract No. 2434, have been paid in full.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. G. DeSart

August 11, 1942

Day, Hampson & Nelson
Attorneys at Law
800 Pacific Building
Portland, Oregon

Gentlemen:

Thank you for the carbon copy of your letter to Secretary of State Earl Snell, advising that the claims of the Standard Oil Company of California, in the amount of $108.06, and of D. J. Ward, dba Bend Burner Oil Service, in the amount of $513.62, against Chester T. Lackey as principal, and United Pacific Insurance Company, surety, for petroleum products furnished in connection with the work on the Lapine Rock Production Project, in Deschutes and Klamath Counties, known as contract No. 2434, have been paid in full.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. G. DeSart

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. MCCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. MCLAUGHLIN

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

August 10, 1942.

Hon. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

On March 21, 1942, we filed on behalf of the Standard Oil Company of California its claim in the sum of $108.06 and on behalf of D. J. Ward, doing business as Bend Burner Oil Service, his claim of $313.62 against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company surety, for petroleum products furnished in connection with the work on The Dalles-California and Fremont Highways, Oregon State Highway Contract No. 2434.

Please be advised that both of these claims have been paid by Mr. Lackey and we request that you mark your records to that effect and consider this letter as a withdrawal of said claims.

Very truly yours,

14/9

(Signed) DEY, HAMPSON & NELSON

cc State Highway Commission,
Salem, Oregon

cc United Pacific Insurance Company,
Exchange Building,
Seattle, Washington.

REFERRED TO
De Sart
BY SECRETARY
usual letters

RECEIVED
AUG 11 1942
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
MAY 27 1942
FOR FILING

9-4206

May 26, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison Street
Portland, Oregon

Attention: Frank J. Hurner

Gentlemen:

In answer to your letter of May 25, please be advised that contract No. 2434 with Chester T. Lackey, for the Lapine Rock Production Project on The Dalles-California and Fremont Highways, was accepted by the State Highway Commission on March 20, 1942.

The total amount paid the contractor, including final payment, was $18,129.62.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

BO/mm

NOTED
D. G. DeSart

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

May 25, 1942

State of Oregon Highway Commission
Salem, Oregon

Gentlemen:

Re: State of Oregon Contract 2434
Chester T. Lackey, Contractor

It will be appreciated if you will tell us on what date the above contract was accepted by your office and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

FJH:ar
Encl.

RECEIVED
[illegible]

R.H. Baldock

9-4206

RECEIVED
MAY 20 1942
FOR FILING

May 13th, 1942

FINAL COST ANALYSIS
Lapine Rock Production
The Dalles-California and Fremont Highways in Deschutes County
Prefix 9-4206

Contract 2434
Chester T. Lackey, Contractor
E. E. Johnston, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Gravel in Stockpile	$5,573.55	3,417.4 Cu. Yd.	$1.63	$1.40	$4,784.36
½"-¼" " " "	9,717.74	5,958.4 " "	1.63	1.65	9,831.36
¼"-10 Mesh " "	4,077.33	2,500.0 " "	1.63	1.15	2,875.00
Screen Rejections	38.38	153.5 " "	0.25	0.25	38.38
Hauling Screen Rejections	53.99	674.9 Yd. Mi.	0.08	0.08	53.99
Haul Adjustment - Favor of State		- 4,064 Yd. Mi.		0.07	- 284.48
Force Account - Clear & Level Stockpile Sites	836.10				831.01
	$20,297.09				$18,129.62

Total Cost	$20,297.09
Gross Revenue	18,129.62
Net Loss	$2,167.47

Net Loss Equals 11.96% of Gross Revenue

NOTED

Contract 2434

Details of Cost

Labor:		
Supervision	$1,025.00	
Labor	6,714.80	
State Industrial Accident Insurance	553.40	
Unemployment Compensation	232.19	
Old Age Benefit	77.40	
		$8,602.79
Miscellaneous:		
Equipment Rental (Incl. Repairs)	$6,502.00	
Gas, Oil & Grease	3,416.00	
Plant Lumber	394.89	
Move In and Set Up	255.11	
Miscellaneous Expense	311.19	
Overhead Expense	277.34	
Home Office Expense	356.47	
Bond	181.30	
		11,694.30
		$20,297.09

Contract 2434

Analysis of Crushing Costs

	Cost	Quantity	Unit Cost
Move In & Set Up	$1,563.34	11,875.8 Cu. Yd.	$0.1316
Load Pit Mat'l to Trucks	1,852.62	" " "	0.1560
Haul Pit Mat'l to Plant	2,282.49	" " "	0.1922
Plant Operation	4,706.63	" " "	0.3963
Cost in Bunkers	$10,405.08	11,875.8 Cu. Yd.	$0.8761
Haul to Stockpile	8,292.68	" " "	0.6983
Stockpile Labor	670.86	" " "	0.0565
Cost in Stockpile	$19,368.62	11,875.8 Cu. Yd.	$1.6309

Contract 2434

Remarks:

This was a "State Project" and consisted of furnishing approximately 12,000 cu. yd. of crushed gravel in stockpiles. The contract was bid and awarded February 28th, 1941. Work was started August 26th, and completed January 3rd, 1942.

Three and a half weeks were required to move in and set up the plant which consisted of a 10" x 30" jaw, a 30" Traylor gyratory and an 18" x 24" rolls crusher, a 3' x 10' double-deck and a 3½' x 12' triple-deck screen, powered by two P.D. 80 diesel engines. Gravel was carried by a double-drum hoist and dragline to a trap where it was loaded into trucks which hauled about 300 feet to the plant. A 40 h.p. cat and dozer helped the dragline to remove overburden and to feed the gravel to the trap.

Crushing operations required ten weeks during which the plant operated 560 hours to produce 11,875 cu. yd. of crushed gravel at an average rate of 21 cu. yd. per hour.

Repair parts, tires and maintenance tools were difficult to obtain, and there was a constant lack of trucks. It was necessary to stockpile much of the crushed rock at the plant site and to reload with a bucket loader into trucks while the plant was down for change or repairs.

Old equipment and lack of trucks were the main causes of the loss to the contractor on this job.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
MAY 7 1942
FOR FILING

9-4206

May 6, 1942

Mr. Chester T. Lackey
Ontario, Oregon

Dear Sir:

The State Highway Commission, at its meeting on March 20, 1942, granted you the extension of time requested, from September 30, 1941, to January 3, 1942, without penalty, in connection with contract No. 2434 for the Lapine Rock Production Project on The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - W. B. Chandler

RECEIVED
MAY 2 [illegible]
FOR FILING

9-4206

Form [illegible]

OREGON STATE HIGHWAY COMMISSION

RADIOGRAM

CONFIRMATION

Message Number

Station of Origin KOHN

Class of Traffic

Word Count

Time of Filing 4:48 p.m.

Date 4-30-42

Addressee

Mr. S. H. Probert

Text

Please advise if Lackey bond on contract #2434 is still in effect. There is some trouble about repairing an irrigation ditch.

Reply — Bond will be in effect until Sept. 20, 1942

Signature

Chandler

Receiving Operator's Service

cc KOHS

STATE PRINTING DEPT.

RECEIVED
APR 9 1942
FOR FILING

9-42-6

April 7, 1942

United Pacific Insurance Co.
Exchange Building
Seattle, Washington

Gentlemen:

You are hereby notified that State Highway contract No. 2434 for work on the Lapine Rock Production, in Deschutes and Klamath Counties, has been completed by the contractor, Chester T. Lackey, and that final settlement will be made on or after April 17, 1942.

There are claims filed against this project, of which you have been previously notified, aggregating $621.68.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $18,129.62, including final payment, of which $831.01 is for force account work. This contract was completed on January 3, 1942, and accepted by the Commission March 20, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. DeSart

RECEIVED
MAR 23 1942
FOR FILING
9-4206

March 23, 1942

United Pacific Insurance Company
Exchange Building
Seattle, Washington

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim, in the amount of $108.06, filed by the Standard Oil Company of California against the bond taken from Chester T. Lackey for work on the Lapine Rock Production Project on The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties, being state highway contract No. 2434.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - Chester T. Lackey
Ontario, Oregon

NOTED
D. DeBart

March 23, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of March 21 enclosing three copies of a notice of claim, in the amount of $108.06, filed by the Standard Oil Company of California against the bond taken from Chester T. Lackey in connection with his contract No. 2434 with the State Highway Commission, for the Lapine Rock Production Project on The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D [illegible] D. Sort

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 21, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Standard Oil Company of California for $108.06 against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company, surety, for work on The Dalles-California and Fremont Highways, contract No. 2434, which was received from Dey, Hampson & Nelson, Portland, and filedtoday.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

[illegible] FW
encs. 3

REFERRED TO
De Sart
BY

Prepare customary letters

COPY

TO THE STATE OF OREGON, AND THE
SECRETARY OF STATE THEREOF, AND THE
STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, STANDARD OIL COMPANY OF CALIFORNIA, has a claim for goods, ware and merchandise furnished, consisting of petroleum products, in the sum of $108.06 against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company, surety, for the work of furnishing approximately 12,000 cubic yards crushed gravel in stock piles on The Dalles-California and Fremont Highways in Deschutes and Klamath Counties, Oregon, Oregon State Contract No. 2434.

Dated at Portland, Oregon, March 16th, 1942.

STANDARD OIL COMPANY OF CALIFORNIA

By W. W. WHITE

Dist. Credit Man

Endorsed: File No. 3049
Filed March 21, 1942
EARL SNELL, Secretary of State

RECEIVED
MAR 26 1942
FOR FILING

9-4206

March 23, 1942

Dey, Hampson & Nelson
Attorneys at Law
800 Pacific Building
Portland, Oregon

Gentlemen:

Receipt is acknowledged of your letter of March 12 relative to the claim of the Standard Oil Company of California against the bond taken from Chester T. Lackey, on contract No. 2434.

We have recorded this claim on our records and have today notified the surety of this matter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. DeSart

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. McLAUGHLIN

March 12, 1942.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are enclosing herewith copy of letter which we have today written Honorable Earl Snell, Secretary of State, together with a signed copy of the notice therein mentioned, with respect to the claim of the Standard Oil Company of California against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company, surety, in connection with State Highway Contract No. 2434.

Very truly yours,

Dey, Hampson Nelson

14/9
Enclosure

REFERRED TO
De Sart
BY SECRETARY
prepare usual letters

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
A. FRED H. CORBETT
JOHN GORDON GEARIN
JACK M. McLAUGHLIN

March 19, 1942

Honorable Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

We enclose herewith notice of the claim of the Standard Oil Company of California in the sum of $108.06 against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company, surety, for the work of furnishing approximately 12,000 cubic yards of crushed gravel in stock piles on the Dalles-California and Fremont Highways in Deschutes and Klamath Counties, Oregon, Oregon State Contract No. 2434. We have sent a copy of this notice to the State Highway Commission.

Will you please place this notice on file, as provided by Section 98-101, O.C.L.A., and let us know when that has been done.

Very truly yours,

(Signed) DEY, HAMPSON & NELSON

14/9

Enclosure

TO THE STATE OF OREGON, AND THE
SECRETARY OF STATE THEREOF, AND THE
STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, STANDARD OIL COMPANY OF CALIFORNIA, has a claim for goods, wares and merchandise furnished, consisting of petroleum products, in the sum of $108.06 against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company, surety, for the work of furnishing approximately 12,000 cubic yards crushed gravel in stock piles on The Dalles-California and Fremont Highways in Deschutes and Klamath Counties, Oregon, Oregon State Contract No. 2434.

Dated at Portland, Oregon, March 16th, 1942.

STANDARD OIL COMPANY OF CALIFORNIA

By W.W.White

RECEIVED
MAR 26 1942
FOR FILING

March 23, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of March 21, enclosing three copies of a notice of claim, in the amount of $513.62, filed by D. J. Ward, dba Bend Burner Oil Service, against the bond taken from Chester T. Lackey in connection with his contract No. 2434 with the State Highway Commission for the Lapine Rock Production Project on The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 21, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by D.J. Ward, dba Bend Burner Oil Service, for $513.62 against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company, surety, for work on The Dalles-California and Fremont Highways, contract No. 2434, which was received from Dey, Hampson & Nelson, Portland, and filed today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs.3

[illegible] TO Lee Tait
BY
Customary letters

OPY

TO THE STATE OF OREGON, AND THE
SECRETARY OF STATE THEREOF, AND THE
STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, D. J. WARD, doing business as Bend Burner Oil Service, has a claim for goods, wares and merchandise furnished, consisting of petroleum products, in the sum of $513.62 against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company, surety, for the work of furnishing approximately 12,000 cubic yards crushed gravel in stock piles on The Dalles-California and Fremont Highways in Deschutes and Klamath Counties, Oregon, Oregon State Contract No. 2434.

Dated at Bend, Oregon, March 17, 1942.

D. J. WARD

doing business as Bend Burner
Oil Service

D. DeSart

March 23, 1942

United Pacific Insurance Company
Exchange Building
Seattle, Washington

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim, in the amount of $513.62, filed by D. J. Ward, dba Bend Burner Oil Service, against the bond taken from Chester T. Lackey for the Lapine Rock Production Project on The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties, being state highway contract No. 2434.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - Chester T. Lackey
Ontario, Oregon

Dey, Hampson & Nelson
800 Pacific Building
Portland, Oregon

D. DeSart

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. McLAUGHLIN

March 19, 1942.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are enclosing herewith copy of letter which we have today written Honorable Earl Snell, Secretary of State, together with a signed copy of the notice therein mentioned, with respect to the claim of D. J. Ward against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company, surety, in connection with State Highway Contract No. 2434.

Very truly yours,

Dey, Hampson Nelson

14/9
Enclosure

REFERRED TO
Dept
BY S

prepare customary letters

[illegible]

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. McLAUGHLIN

March 19, 1942

Honorable Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

We enclose herewith notice of the claim of D. J. Ward, doing business as Bend Burner Oil Service in the sum of $513.62 against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company, surety, for the work of furnishing approximately 12,000 cubic yards of crushed gravel in stock piles on the Dalles-California and Fremont Highways in Deschutes and Klamath Counties, Oregon, Oregon State Contract No. 2434. We have sent a copy of this notice to the State Highway Commission.

Will you please place this notice on file, as provided by Section 98-101, O.C.L.A., and let us know when that has been done.

Very truly yours,

(Signed) DEY, HAMPSON & NELSON

14/9

Enclosure

TO THE STATE OF OREGON, AND THE
SECRETARY OF STATE THEREOF, AND THE
STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, D. J. WARD, doing business as Bend Burner Oil Service, has a claim for goods, wares and merchandise furnished, consisting of petroleum products, in the sum of $513.62 against the bond taken from Chester T. Lackey, principal, and United Pacific Insurance Company, surety, for the work of furnishing approximately 12,000 cubic yards crushed gravel in stock piles on The Dalles-California and Fremont Highways in Deschutes and Klamath Counties, Oregon, Oregon State Contract No. 2434.

Dated at Bend, Oregon, March 17, 1942.

D. J. Ward
doing business as Bend Burner
Oil Service

RECEIVED
FEB 25 1942
FOR FILING

G-4206

February 25, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of February 17, 1942, we advise that contract No. 2434, with Chester T. Lackey, was completed on January 3, 1942, but has not as yet been accepted by the State Highway Commission. $16,802.12 has been paid the contractor to date.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D DeSart

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

February 17, 1942

State of Oregon Highway Commission
Salem, Oregon

Gentlemen:

Re: State of Oregon Contract 2434
Chester T. Lackey, Contractor

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

FJH:GC
Encl.

R

RECEIVED
JAN 28 1942
FOR FILING

9-4206

January 27, 1942

Standard Oil Company of California
Pacific Building
Portland, Oregon

Gentlemen: Attention C. J. Amundson

In accordance with your letter of January 26, we advise that Chester T. Lackey's contract No. 2434 for furnishing 12,000 cu. yds. crushed gravel in stock piles on the Lapine Rock Production Project on the Dalles-California and Fremont Highways, was completed January 3, 1942, but has not yet been accepted by the Highway Commission.

Semi-final payment in the amount of $1,742.36 will be mailed to the U. S. National Bank of Portland, Ontario Branch, to whom it is assigned, about the end of this week.

Final payment, which will be something near $1,300.00, will probably be ready for payment about the first of March.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DCD:RS

NOTED
D. DeSart

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
9TH FLOOR PACIFIC BLDG
520 S.W. YAMHILL STREET
P.O. BOX 950

MARKETING DEPARTMENT
E. V. BURNS
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
L. M. BUSSERT
ASSISTANT DISTRICT SALES MANAGERS
F. J. WAYMIRE
ASSISTANT TO THE DISTRICT SALES MANAGER

PORTLAND, ORE.

Jan. 26, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On January 19 we wrote to you in regard to contract #2434 which was performed by Chester T. Lackey. Today we received a reply from you under date of January 23 in regard to Berke Brothers contract #2435.

We are returning your letter of January 23 as we have no record of making inquiry in regard to Berke Brothers contract. We are sorry to cause you this inconvenience but the writer was in error in inquiring about #2435 rather than job #2434.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

By C F Amundson
Credit Division

CFA:LP
Enc.

REFERRED TO
[illegible]
BY SECRETARY

try again

RECEIVED
JAN 27 1942
STATE HIGHWAY COMMISSION

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

January 23, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Standard Oil Company of California
Pacific Building
Portland, Oregon

Gentlemen:

In accordance with your letter of January 19 we advise that Berke Bros. contract No. 2435, for grading and paving the Deer Creek-Bellevue Section of the Salmon River Highway, in Yamhill County, was completed December 3, 1941, and accepted by the Highway Commission January 21, 1942. Semi-final warrant in the amount of $6,865.54 will be mailed to Berke Bros. some time the first of next week.

Final quantities on this contract have not yet been checked, and it will probably be about the first of March before final payment can be mailed on this contract. From the unchecked field records we estimate that this final payment will be a little less than $3,500.00.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By HBGlaisyer
Secretary

DGD:RS

FILE JAN 26 1942

STANDARD OIL COMPANY OF CALIFORNIA

Portland, Oregon
Jan. 19, 1942

Chester Lackey
~~Job 2435~~
Should be Job 2434

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you please advise on the bottom of this letter the date the above contract was completed and accepted. As we have furnished petroleum products to this job we should like to know if full settlement has been made; and if not, can you inform us the amount due and the date of the final settlement.

Yours very truly
STANDARD OIL COMPANY OF CALIFORNIA

By
Credit Division

CFA:LP

C
O
P
Y

RECEIVED
JAN 17 1942
FOR FILING

[illegible]

R

January 17, 1942

United Pacific Insurance Company
Exchange Building
Seattle, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Chester T. Lackey, on contract No. 2434, covering the Lapine Rock Production Project on the Dalles-California and Fremont Highways, in Deschutes and Klamath Counties. This payment, in the amount of $1,742.36, will be made on or after January 27, 1942. The retained percentage is $1,327.50. All money on this project has been assigned to the U.S. National Bank of Portland,(Ontario Branch).

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. DeSart

Form E-1—3M—6-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan 10, 1942, 19

Section	Lapine Rock Production	Kind of work	Rock Production
Highway	The Dalles Cal. & Fremont	Section prefix	9-4206
Contractor	Chester T. Lackey	Contract number	2434
Date of contract	Feb. 28, 1941, 19	Date of completion	Sept. 30, 1941, 19
Date work started	Aug. 26, 1941, 19	Estimated date of completion	, 19
Amount of contract	$ 17,700.00	Per cent of time elapsed	311 218 143 %

Estimated cost of completed project, exclusive of engineering $ 18,300

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1047.00, ~~16.9~~ 592 %

Date project was completed Jan 3, 1942, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Computations for the semi final estimate are nearly complete and the estimate will be submitted to Division office early next week.

JAN 13 1942

NOTED
RAY WEBBER

NOTED
E. M. BOOTH

Signed A A Gossen

Address Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			1 2029		
Estimated quantities moved or placed to date			12029		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

2434
~~4~~ 10/10
9-4206

Ear 4,091.50
Ret 409.15
3,682.35

to complete 13,608.50

12-31-41

RECEIVED
DEC 15 1941
FOR FILING

R

December 9, 1941

r.

ional Bank of
ranch

received your letter of December 1, 1941, trans-
assignment of funds due him under state highway
I note the second paragraph in which you mention an error in the name of the assignee.

You are entirely correct. The name of your bank should have been used instead of the name of the United Pacific Insurance Company. I just can't imagine how that got by here but it did and I wish to apologize sincerely.

I am inclosing four copies of an assignment properly prepared and I am asking you to have Mr. Lackey sign these before a witness. You may retain one copy but return the original and two copies for our use.

I am also inclosing three copies of the incorrect assignment, bearing signatures of yourself and Mr. Lackey. These of course should be destroyed.

According to our records, Mr. Lackey has earned $4,091.50 in connection with this job. We have paid to him $3,682.35. Our records also indicate that the value of the work remaining to be completed is $13,608.50 and the amount we are holding as retained percentage is $409.15.

The assignment provides for the payment to The United States National Bank of Portland, Oregon, Ontario Branch, all moneys due or to become due Mr. Lackey in connection with this job. In accordance therewith future warrants will be mailed direct to you.

Investigation reveals that we are about to make payment for Estimate No. 2 on this job. This payment is in the amount of $5,888.27.

NOTED
D. DeSart

R

RECEIVED
DEC 15 1941
FOR FILING

December 3, 1941

Mr. Robert Neilson, Jr.
Assistant Manager
The United States National Bank of
Portland, Ontario Branch
Ontario, Oregon

Dear Mr. Neilson:

I have just received your letter of December 1, 1941, transmitting Mr. Lackey's assignment of funds due him under state highway contract No. 2434, and I note the second paragraph in which you mention an error in the name of the assignee.

You are entirely correct. The name of your bank should have been used instead of the name of the United Pacific Insurance Company. I just can't imagine how that got by here but it did and I wish to apologize sincerely.

I am inclosing four copies of an assignment properly prepared and I am asking you to have Mr. Lackey sign these before a witness. You may retain one copy but return the original and two copies for our use.

I am also inclosing three copies of the incorrect assignment, bearing signatures of yourself and Mr. Lackey. These of course should be destroyed.

According to our records, Mr. Lackey has earned $4,091.50 in connection with this job. We have paid to him $3,682.35. Our records also indicate that the value of the work remaining to be completed is $13,608.50 and the amount we are holding as retained percentage is $409.15.

The assignment provides for the payment to The United States National Bank of Portland, Oregon, Ontario Branch, all moneys due or to become due Mr. Lackey in connection with this job. In accordance therewith future warrants will be mailed direct to you.

Investigation reveals that we are about to make payment for Estimate No. 2 on this job. This payment is in the amount of $5,888.27.

NOTED
D. J. DeSart

I assume that Mr. Lackey will wish to assign this payment to you so I have prepared and am inclosing an assignment form for this specific purpose. Please have this signed by Mr. Lackey and return it to me along with the other assignments.

Thanking you for calling the error in the assignment to our attention, I remain,

Very truly yours,

Secretary

HBG:AM

NOTED
D. G DeSart

HEAD OFFICE

ESTABLISHED 1891

THE UNITED STATES NATIONAL BANK

OF PORTLAND, OREGON

CABLE ADDRESS:
"UNITBANK"

ONTARIO BRANCH
ONTARIO, OREGON

December 1, 1941

RECEIVED
DEC 3 - 1941
OREGON
STATE HIGHWAY COMMISSION

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We are enclosing herewith in triplicate the assignment which we received from your office with your letter of November 19th, and which have been signed by Chester T. Lackey, together with a subordination agreement signed by the United Pacific Insurance Company consenting to the above assignment.

It has just come to our attention that the assignments provide that the proceeds due Mr. Lackey from the Oregon State Highway Commission in connection with Contract No. 2434 are assigned to the United Pacific Insurance Company of Seattle. We believe this is an error and that our name should be shown in the assignment as the assignee. If we are correct, we will appreciate it if the necessary adjustment can be made in your office and let us have your letter to the effect that the balance due under the above contract will come to us and also show what the unpaid balance is.

If it is necessary to have a new set of assignments executed by Mr. Lackey, kindly forward them to us and we will secure his signature thereon and return to you.

Yours very truly,

Rob't. Neilson, Jr.
Assistant Manager

RN:PDM
encls/4

ANSWERED
H. B. GLAISYER

November 19, 1941

Mr. Robt. Neilson, Jr.
Assistant Manager
The United State Nat'l. Bank of Portland
Ontario Branch
Ontario, Oregon

Dear Sir:

I have just returned from a meeting of the Highway Commission in Portland, and find on my desk your letter of November 14 concerning the assignment of funds due Chester T. Lackey from the State Highway Commission, in connection with the Lapine Rock Production Project.

We shall be pleased to honor such an assignment of funds if properly executed by Mr. Lackey and consented to by the surety on his bond.

I am enclosing, as requested, an assignment for use in this connection. This has been prepared in quadruplicate. You may retain one copy and send us the original and two copies.

The auditor will be instructed to comply with the provisions of the assignment when returned to us accompanied by the bonding company's consent.

Very truly yours,

HBG:RS

Secretary

NOTED
D. G. DeSart

V 17 1941

HEAD OFFICE

ESTABLISHED 1891

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

CABLE ADDRESS:
"UNITBANK"

ONTARIO BRANCH
ONTARIO, OREGON

November 14, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have been requested by Chester T. Lackey to make him certain advances on the basis of an assignment to us covering the balance due him from your office on what is known as the Lapine Rock Production Project.

In previous correspondence, you have indicated that you are willing to recognize such assignment, providing the assignment covers the entire balance due on any one particular contract.

We will appreciate it if you will prepare and forward to us your regular form of assignment, at which time we will secure a waiver from the United Pacific Insurance Company, as we did before, to be deposited with you when the above assignments are returned signed by Mr. Lackey.

Yours very truly,

Rob't Neilson Jr

Rob't. Neilson, Jr.
Assistant Manager

RN:PDM

ANSWERED
H. B. GLAISYER

RECEIVED
APR 9 1941
FOR FILING

9-4206

April 9, 1941

UNITED PACIFIC INSURANCE COMPANY
Earl Blackerby, Local Agent
Exchange Building
Seattle, Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2434 which was awarded to Chester T. Lackey by the State Highway Commission on February 28, 1941, covering the furnishing of crushed gravel in stock piles on The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:mbl

NOTED
D. G. DeSart

RECEIVED
APR 9 1941
FOR FILING

9-4206

Mr. Chester Y. Lackey
Ontario, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2434 which was awarded to you by the State Highway Commission on February 28, 1941, covering the furnishing of crushed gravel in stock piles on The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:mbl

NOTED
D. G. DeSart

RECEIVED
APR 9 1941
FOR FILING

9-4206

April 8, 1941

United Pacific Insurance Co.
Exchange Bldg.
Seattle, Washington

Gentlemen: **Attention R. E. Hickman**

This will acknowledge receipt of your letter of April 5 tracing your copy of Contract No. 2434, with Chester T. Lackey.

This contract is still out to the Commission for signature, and we anticipate receipt of the executed copies within the next day or two.

Your copy will be mailed to you immediately thereafter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RB

UNITED PACIFIC
Insurance Company

EXCHANGE BUILDING

SEATTLE, WASHINGTON

April 5, 1941

RECEIVED
APR 8 - 1941
STATE HIGHWAY COMMISSION

State Highway Commission of Oregon
Salem, Oregon

Re: Contract No. 2434, Chester T.
Lackey, Contractor
Our Bond No. 38273

Gentlemen:

Under date of March 25th we mailed you four copies of the above captioned contract and bond requesting that you return the surety's copy to us.

To date we have not received our copy of this contract and bond and will appreciate your forwarding our copy to us. Thank you.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

R. E. Eickman

Fidelity and Surety Department

RE

REFERRED TO [illegible]
BY SECRETARY

when are the copies required

9-4206

March 5, 1941

Mr. Chester T. Lackey
Ontario, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2434 which was awarded to you by the State Highway Commission on February 28, 1941, covering the furnishing of crushed gravel in stock piles on the Lapine Section of the The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 (page 15) of the printed General Provisions, relating to payment by the contractor of amounts due hospital associations, et cetera. Your attention is also called to the paragraph on the same page relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MEL

NOTED
D. G. DeSart

RECEIVED
MAR 4 - 1941
FOR FILING

9-4206

March 1, 1941

Mr. Chester T. Lackey
Ontario, Oregon

Dear Sir:

The State Highway Commission on February 28, 1941, awarded you the contract for the Lapine Rock Production Project on The Dalles-California Highway and Fremont Highway, in Deschutes and Klamath Counties. This award was based on your low bid of $17,700.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert
C. S. Paxson

CONTRACT# [redacted] 2435

SN-FA 300-B-1 Deer Cr.-Bellevue Sec., 1941
Salmon River Hwy.
#2435

RECEIVED
FEB 8 1943
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

300-B-1

December 23, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We return herewith the original and two copies of proposed final voucher for Oregon Federal Aid Project SN-FAP 300-B (1), Deer Creek-Bellevue Section of the Salmon River Highway, which was superseded by the revised final voucher received with your letter of November 13, 1942.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Encls.

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plans and specifications, are as shown in the "Statement of Labor and Materials" herewith.

(Signature) R. H. Baldock
(Title) Chief Engineer
For Oregon State Highway Department
(Insert official name of highway department)

I CERTIFY that the labor and materials herein described have been inspected by me, or under my direction, by an employee of the Bureau of Public Roads of the Department of Agriculture; that the same have been performed as claimed, in accordance with the plans and specifications heretofore approved therefor by the Secretary of Agriculture of the United States, and in accordance with the rules and regulations made by him, and that the amount now claimed by the State is justly due.

District Engineer,
Bureau of Public Roads, Department of Agriculture.

Account submitted for $ 32,561.00
Differences [herein explained] ---
Approved for .... $

Chief Accountant,
Bureau of Public Roads, Department of Agriculture.

Paid By Check No. ...., dated ...., for $..........................
on the Treasurer of the United States to the order of the payee named above.

8—7181

(Revised)
T OF AGRICULTURE
U OF PUBLIC ROADS
ved by Comptroller General U. S.
September 8, 1936

(ORIGINAL) Voucher No. 2 - Final

D. O. Vou. No. ....
No. ....

PAID BY

(For use of Paying Office)

PUBLIC VOUCHER FOR CONSTRUCTION OF ROADS UNDER PROVISIONS OF THE FEDERAL AID AND THE FEDERAL HIGHWAY ACTS

APPROPRIATION:

THE UNITED STATES, Dr., *To* Treasurer of the State of Oregon
(Insert official or depository named in project agreement)
Address Capitol Building, Salem, Oregon

Federal Aid Project: State Oregon County Yamhill No. SN 300 Sec. B (1)
This voucher for period from Feb. 12, 1941 to Dec. 3, 1941 Contract $\overset{W}{\text{No.}}$ A4pr 12968
Project agreement executed Dec. 5, 1941 ; modified
Plans, specifications, and estimates recommended by District Engineer Feb. 12, 1941

For pro-rata share of the United States for labor and materials actually put into the road comprising the above-mentioned project, as follows:

Total Actual Cost	Total Participating Cost	Pro Rata of Participating Cost Claimed From U. S.	Total Amount Claimed from U. S.	Less Previous Payments	Net Amount Claimed	Approved for Payment ([illegible] not use this column)
	6,247.35	61.72	3,855.00			
	115,141.66	Agreement	90,706.00			
125,368.84	121,389.01	Amount	94,561.00	62,000.00	32,561.00	

I CERTIFY that, in accordance with the laws of the State, and under the direct supervision of the State Highway Department thereof, labor and materials have been actually put into the road comprising the above-mentioned project, in accordance with the plans and specifications heretofore approved therefor by the Secretary of Agriculture of the United States, and in the quantities and to the amounts stated herein; that such construction of said project has been done in accordance with said plans and specifications; that no claim has been presented to or payment made by the United States for the labor and materials for which payment is claimed herein; and that the quantities and values of said labor and materials so actually put into said construction, in conformity to said plans and specifications, are as shown in the "Statement of Labor and Materials" herewith.

(Signature) R. H. Baldock
(Title) Chief Engineer
For Oregon State Highway Department
(Insert official name of highway department)

I CERTIFY that the labor and materials herein described have been inspected by me, or under my direction, by an employee of the Bureau of Public Roads of the Department of Agriculture; that the same have been performed as claimed, in accordance with the plans and specifications heretofore approved therefor by the Secretary of Agriculture of the United States, and in accordance with the rules and regulations made by him, and that the amount now claimed by the State is justly due.

District Engineer,
Bureau of Public Roads, Department of Agriculture.

Account submitted for $ 32,561.00
Differences [herein / explained] ....
Approved for .... $

Chief Accountant,
Bureau of Public Roads, Department of Agriculture.

Paid By Check No. ...., dated ...., for $..........
on the Treasurer of the United States to the order of the payee named above.

8—7181

STATEMENT OF LABOR AND MATERIALS

Federal Aid Project: State .... County .... No. .... Sec. ....

Item No.	ITEM	Quantity	Unit	Unit Price	Amount	Notations (Payee must not use this column)
	DEER CREEK-BELLEVUE SECTION					
	WORK DONE UP TO AND INCLUDING MAY 21, 1941					
	Construction **Roadway, Sta. 119+80.4 to 233+48.4** **Type Code**					
1	Clearing and Grubbing	70%	All	900.00	630.00	
4	Trench Excavation, Unclassified	130	C.Y.	1.00	130.00	
5	General Excavation, Unclassified	21,750	C.Y.	.16	3,480.00	
6	Truck Haul	4,500	Yd.Mi.	.14	630.00	
23	Sprinkling	6.79	M-Gal.	1.50	10.19	
					4,880.19	
	Construction Engineering					
	Salaries (Roadway)				1,367.16	
	Participating Cost- - - - - - - - - - - - - - - - - - -				6,247.35	
	WORK DONE SUBSEQUENT TO MAY 27, 1941					
	Construction **Roadway, Sta. 119+80.4 to 233+48.4** **Type Code**					
1	Clearing and Grubbing	30%	All	900.00	270.00	
2	Removal of Pavement	9,754.0	S.Y.	.25	2,438.50	
3	Breaking Old Pavement	1,777.8	S.Y.	.10	177.78	
4	Trench Excavation, Unclassified	587	C.Y.	1.00	587.00	
5	General Excavation, Unclassified	23,598.8	C.Y.	.16	3,775.81	
6	Truck Haul	5,899.6	Yd.Mi.	.14	825.94	
7	Rounding Cutbanks	1,000	L.F.	.06	60.00	
8	Finishing Roadbed and Slopes	2.12	Mi.	200.00	424.00	
9	12" Concrete Pipe	379	L.F.	[illegible]	379.00	
10	18" Concrete Pipe	99	L.F.	2.00	198.00	

Form PR-20a
Form approved by
Comptroller General U. S.
September 16, 1929

No. 2

STATEMENT OF LABOR AND MATERIALS—Continued

Federal Aid Project: State Oregon County Yamhill No. SH 300 Sec. B (1)

Item No.	ITEM	Quantity	Unit	Unit Price	Amount	Notations (Payee must not use this column)
11	Salvaging Culvert Pipe	114	L.F.	1.00	114.00	

3	Breaking Old Pavement	1,777.8	S.Y.	.10	177.78
4	Trench Excavation, Unclassified	587	C.Y.	1.00	587.00
5	General Excavation, Unclassified	23,598.8	C.Y.	.16	3,775.81
6	Truck Haul	5,899.6	Yd.Mi.	.14	825.94
7	Rounding Cutbanks	1,000	L.F.	.06	60.00
8	Finishing Roadbed and Slopes	2.12	Mi.	200.00	424.00
9	12" Concrete Pipe	379	L.F.	[illegible]	379.00
10	18" Concrete Pipe	99	L.F.	2.00	198.00

Form PR-20a
Form approved by
Comptroller General U. S.
September 16, 1929

No. 2

STATEMENT OF LABOR AND MATERIALS—Continued

Federal Aid Project: State Oregon County Yamhill No. SN 300 Sec. B (1)

Item No.	ITEM	Quantity	Unit	Unit Price	Amount	Notations (Payee must not use this column)
11	Salvaging Culvert Pipe	114	L.F.	1.00	114.00	
15	Class "A" Concrete	134.86	C.Y.	23.00	3,101.78	
16	Metal Reinforcement	25,629	Lb.	.05	1,281.45	
18	3" - 0" Material in Base	22,735.16	Ton	.68	15,459.91	
19	3/4" - 0" Material in Shoulders	4,093.42	Ton	1.60	6,549.47	
20	½" - 0" Material in Cushion Course	1,132	Ton	2.00	2,264.00	
23	Sprinkling	401.58	M-Gal.	1.50	602.37	
24	Portland Cement Concrete Pavement	27,524	S.Y.	1.80	49,543.20	
25	Expansion Joints in Pavement	2,120	L.F.	.20	424.00	
26	Contraction Joints	14,400.8	L.F.	.03	432.02	
27	Dowel Bars	2,307	Ea.	.18	415.26	
28	Tie Bars and Reinforcement	13,880.4	Lb.	.06	832.82	
29	Salvaging Surfacing Materials	2,196	C.Y.	.40	878.40	
30	Preparation of Base	1.49	Mi.	100.00	149.00	
31	Furnishing and Placing Aggregates	547.10	Ton	2.50	1,367.75	
32	Furnishing and Placing RT-8 Tar	54.53	Ton	22.00	1,199.66	
	Approved Extra Work					
	P.A. No. 2 - Cement Adjustment	1,419.8	Bbl.	2.385	3,386.22	
					97,137.34	
	Bridge, Sta. 150+98.0 to 152+48.0 Type Code					
12	Structural Excavation, Unclassified	316.14	C.Y.	2.00	632.28	
13	Structural Excavation Below Elevation Shown, Unclassified	3.57	C.Y.	2.00	7.14	
14	Shoring, Cribbing, Etc.	100%	All Req.		600.00	
15	Class "A" Concrete	313.87	C.Y.	23.00	7,219.01	
16	Metal Reinforcement	72,563	Lb.	.05	3,628.15	
17	Metal Handrail	314	L.F.	5.50	1,727.00	
	Approved Price Agreement No. 3 - Cement Adjustment	-43.75	Bbl.	2.36	-103.25	
					13,710.33	
	Total Construction Cost- - - - - - - - - - - - - - - - -				110,847.67	
	Construction Engineering					
	Salaries 4,293.99					
	Roadway				3,623.24	
	Bridge				670.75	
	Participating Cost - - - - - - - - - - - - - - - - - - -				115,141.66	

U. S. GOVERNMENT PRINTING OFFICE [illegible] 8—7181

Nonpartidipating Items

Construction Engineering	2,050.93	
Signs (Roadway)	47.74	
Curb Markers (Bridge)	8.44	
E.W. #1 - Extra for Detour	537.93	
E.W. #2 - Reslope Cutbanks	70.45	
E.W. #3 - Riprap Bank Protection	268.08	
E.W. #4 - Salvage Detour Surfacing	262.44	
E.W. #5 - Repair Water Lines	41.15	
E.W. #6 - Construct Wood Flume	17.38	
P.A. #1 - Copper Waterstops in Sidewalk	12.75	
Item #6 - Truck Haul	662.53	
	3,979.83	
Roadway		3,742.92
Bridge		236.91
Total Actual Cost- -		125,368.84

Form PR-20a—(Revised)
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
Form approved by Comptroller General U. S.
September [illegible]

(MEMORANDUM) Voucher No. 2 - Final

D. O. Vou. No.
No.

PAID BY
(For use of Paying Office)

PUBLIC VOUCHER FOR CONSTRUCTION OF ROADS UNDER PROVISIONS OF THE FEDERAL AID AND THE FEDERAL HIGHWAY ACTS

APPROPRIATION:

THE UNITED STATES, Dr., *To* Treasurer of the State of Oregon
(Insert official or depository named in project agreement)
Address Capitol Building, Salem, Oregon

Federal Aid Project: State Oregon County Yamhill No. [illegible] 300 Sec. B (1)
This voucher for period from Feb. 12, 1941 to Dec. 3, 1941 Contract No. A4pr 12968
Project agreement executed Dec. 5, 1941 ; modified
Plans, specifications, and estimates recommended by District Engineer Feb. 12, 1941

For pro-rata share of the United States for labor and materials actually put into the road comprising the above-mentioned project, as follows:

Total Actual Cost	Total Participating Cost	Pro Rata of Participating Cost Claimed From U. S.	Total Amount Claimed from U. S.	Less Previous Payments	Net Amount Claimed	Approved for Payment (Payee must not use this column)
	6,247.35	61.72	3,855.00			
	115,141.66	Agreement	90,706.00			
125,368.84	121,389.01	Amount	94,561.00	62,000.00	32,561.00	

PROGRESS—FINAL— *Date* *By*

Field audit made
Audited voucher received

Received, Bureau State office
Forwarded by Bureau State office
Received District Office SEP 3 1942 HBS
Forwarded by District Office
Received Control
Final forwarded to Construction
Final returned by Construction
Agreement received Control
Audited in Control
Passed for payment
Reasons held: 32,561.00

R. H. Baldock
Chief Engineer
Oregon State Highway Department

Paid By Check No. ____, dated ____, for $____
on the Treasurer of the United States to the order of the payee named above.

8—7181

STATEMENT OF LABOR AND MATERIALS

Federal Aid Project: State .... County .... No. .... Sec. ....

Item No.	ITEM	Quantity	Unit	Unit Price	Amount	Notations (Payee must not use this column)
	DEER CREEK-BELLEVUE SECTION					
	WORK DONE UP TO AND INCLUDING MAY 27, 1941					
	Construction **Roadway, Sta. 119+80.4 to 233+48.4** **Type Code**					
1	Clearing and Grubbing	70%	All	900.00	630.00	
4	Trench Excavation, Unclassified	130	C.Y.	1.00	130.00	
5	General Excavation, Unclassified	21,750	C.Y.	.16	3,480.00	
6	Truck Haul	4,500	Yd.Mi.	.14	630.00	
23	Sprinkling	6.79	M-Gal.	1.50	10.19	
					4,880.19	
	Construction Engineering					
	Salaries (Roadway)				1,367.16	
	Participating Cost- - - - - - - - - - - - - - - -				6,247.35	
	WORK DONE SUBSEQUENT TO MAY 27, 1941					
	Construction **Roadway, Sta. 119+80.4 to 233+48.4** **Type Code**					
1	Clearing and Grubbing	30%	All	900.00	270.00	
2	Removal of Pavement	9,754.0	S.Y.	.25	2,438.50	
3	Breaking Old Pavement	1,777.8	S.Y.	.10	177.78	
4	Trench Excavation, Unclassified	587	C.Y.	1.00	587.00	
5	General Excavation, Unclassified	23,598.8	C.Y.	.16	3,775.81	
6	Truck Haul	5,899.6	Yd.Mi.	.14	825.94	
7	Rounding Cutbanks	1,000	L.F.	.06	60.00	
8	Finishing Roadbed and Slopes	2.12	Mi.	200.00	424.00	
9	12" Concrete Pipe	379	L.F.	1.00	379.00	
10	18" Concrete Pipe	99	L.F.	[illegible]	198.00	

Form PR-20a
Form approved by
Comptroller General U. S.
September 16, 1939

STATEMENT OF LABOR AND MATERIALS—Continued

No. 2

Federal Aid Project: State ......Oregon...... County ......Yamhill...... No. ..[illegible] 300.. Sec. ..B (1)..

Item No.	ITEM	Quantity	Unit	Unit Price	Amount	Notations (Payee must not use this column)
11	Salvaging Culvert Pipe	114	L.F.	1.00	114.00	

	12" Concrete Pipe		379	L.F.	1.00	379.00
	18" Concrete Pipe		99	L.F.	[illegible]	198.00

Form PR-20a
~~Form approved by Comptroller General U. S.~~
September 16, 1920

No. 2

STATEMENT OF LABOR AND MATERIALS—Continued

Federal Aid Project: State Oregon County Yamhill No. [illegible] 300 Sec. B (1)

Item No.	ITEM		Quantity	Unit	Unit Price	Amount	Notations (Payee must not use this column)
11	Salvaging Culvert Pipe	300	114	L.F.	1.00	114.00	
15	Class "A" Concrete	135	134.86	C.Y.	23.00	3,101.78	
16	Metal Reinforcement	25300	25,629	Lb.	.05	1,281.45	
18	5" - 0" Material in Base	16700	22,735.16	Ton	.68	15,459.91	
19	3/4" - 0" Material in Shoulders	2600	4,093.42	Ton	1.60	6,549.47	
20	3" - 0" Material in Cushion Course	800	1,132	Ton	2.00	2,264.00	
23	Sprinkling	750	401.58	M-Gal.	1.50	602.37	
24	Portland Cement Concrete Pavement	27500	27,524	S.Y.	1.80	49,543.20	
25	Expansion Joints in Pavement	[illegible]	2,120	L.F.	.20	424.00	
26	Contraction Joints	15000	14,400.8	L.F.	.03	432.02	
27	Dowel Bars	2200	2,307	Ea.	.18	415.26	
28	Tie Bars and Reinforcement	14000	13,880.4	Lb.	.06	832.82	
29	Salvaging Surfacing Materials	4000	2,196	C.Y.	.40	878.40	
30	Preparation of Base	1.49	1.49	Mi.	100.00	149.00	
31	Furnishing and Placing Aggregates	370	547.10	Ton	2.50	1,367.75	
32	Furnishing and Placing RT-8 Tar	52	54.53	Ton	22.00	1,199.66	
	Approved Extra Work						
	P.A. No. 2 - Cement Adjustment		1,419.8	Bbl.	2.385	3,386.22	
						97,137.34	
	Bridge, Sta. 150+98.8 to 152+48.0 Type Code						
12	Structural Excavation, Unclassified	340	316.14	C.Y.	2.00	632.28	
13	Structural Excavation Below Elevation Shown, Unclassified	20	3.57	C.Y.	2.00	7.14	
14	Shoring, Cribbing, Etc.	–	100%	All Req.		600.00	
15	Class "A" Concrete	335	313.87	C.Y.	23.00	7,219.01	
16	Metal Reinforcement	74700	72,563	Lb.	.05	3,628.15	
17	Metal Handrail	312	314	L.F.	5.50	1,727.00	
	Approved Price Agreement No. 3 - Cement Adjustment		-43.75	Bbl.	2.36	-103.25	
						13,710.33	
	Total Construction Cost- - - - - - - - - - - - - - - -					110,847.67	
	Construction Engineering						
	Salaries		4,293.99				
	Roadway					3,623.24	
	Bridge					670.75	
	Participating Cost - - - - - - - - - - - - - - - - -					115,141.66	

Amount carried forward

8—7181

No. 3

Nonparticipating Items

Construction Engineering	2,050.93	
Signs (Roadway)	47.74	
Curb Markers (Bridge)	8.44	
E.W. #1 - Extra for Detour	537.93	
E.W. #2 - Reslope Cutbanks	70.46	
E.W. #3 - Riprap Bank Protection	268.08	
E.W. #4 - Salvage Detour Surfacing	262.44	
E.W. #5 - Repair Water Lines	41.15	
E.W. #6 - Construct Wood Flume	17.38	
P.A. #1 - Copper Waterstops in Sidewalk	12.75	
Item #6 - Truck Haul	662.53	
	3,979.83	
Roadway		3,742.92
Bridge		236.91
Total Actual Cost- - - - - - - - - - - - - - - - - - -		125,368.84

Amount carried forward

Form PR-20a—(Revised)
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
Form approved by Comptroller General U. S.
September 8, 1926

(MEMORANDUM) Voucher No. 2 - Final

D. O. Vou. No. ....
No. ....

PAID BY

(For use of Paying Office)

PUBLIC VOUCHER FOR CONSTRUCTION OF ROADS UNDER PROVISIONS OF THE FEDERAL AID AND THE FEDERAL HIGHWAY ACTS

APPROPRIATION:

THE UNITED STATES, Dr., *To* Treasurer of the State of Oregon
(Insert official or depository named in project agreement)

Address Capitol Building, Salem, Oregon

Federal Aid Project: State Oregon County Yamhill No. [illegible] 300 Sec. B (1)
This voucher for period from Feb. 12, 1941 to Dec. 3, 1941 Contract No. A4pr 12968
Project agreement executed Dec. 5, 1941 ; modified
Plans, specifications, and estimates recommended by District Engineer Feb. 12, 1941

For pro-rata share of the United States for labor and materials actually put into the road comprising the above-mentioned project, as follows:

Total Actual Cost	Total Participating Cost	Pro Rata of Participating Cost Claimed From U. S.	Total Amount Claimed from U. S.	Less Previous Payments	Net Amount Claimed	Approved for Payment (Payee must not use this column)
	6,247.35	61.72	3,855.00			
	115,141.66	Agree-	90,706.00			
		ment				
125,368.84	121,389.01	Amount	94,561.00	62,000.00	32,561.00	

PROGRESS—FINAL—	Date	By
Field audit made		
Audited voucher received		
Received, Bureau State office		
Forwarded by Bureau State office		
Received District Office	SEP 3 1942	HBS
Forwarded by District Office		
Received Control		
Final forwarded to Construction		
Final returned by Construction		
Agreement received Control		
Audited in Control		
Passed for payment		
Reasons held:	32,561.00	

PORTLAND FILE COPY

R. H. Baldock
Chief Engineer
Oregon State Highway Department

Paid By Check No. ...., dated ...., for $............
on the Treasurer of the United States to the order of the payee named above.

8—7181

STATEMENT OF LABOR AND MATERIALS

Federal Aid Project: State ____________ County ____________ No. ________ Sec. ________

Item No.	ITEM	Quantity	Unit	Unit Price	Amount	Notations (Payee must not use this column)
	DEER CREEK-BELLEVUE SECTION					
	WORK DONE UP TO AND INCLUDING MAY 21, 1941					
	Construction					
	Roadway, Sta. 119+80.4 to 233+48.4					
	Type Code					
1	Clearing and Grubbing	70%	All	900.00	630.00	
4	Trench Excavation, Unclassified	130	C.Y.	1.00	130.00	
5	General Excavation, Unclassified	21,750	C.Y.	.16	3,480.00	
6	Truck Haul	4,500	Yd.Mi.	.14	630.00	
23	Sprinkling	6.79	M-Gal.	1.50	10.19	
					4,880.19	
	Construction Engineering					
	Salaries (Roadway)				1,367.16	
	Participating Cost- - - - - - - - - - - - - - - - - -				6,247.35	
	WORK DONE SUBSEQUENT TO MAY 27, 1941					
	Construction					
	Roadway, Sta. 119+80.4 to 233+48.4					
	Type Code					
1	Clearing and Grubbing	30%	All	900.00	270.00	
2	Removal of Pavement	9,754.0	S.Y.	.25	2,438.50	
3	Breaking Old Pavement	1,777.8	S.Y.	.10	177.78	
4	Trench Excavation, Unclassified	587	C.Y.	1.00	587.00	
5	General Excavation, Unclassified	23,598.8	C.Y.	.16	3,775.81	
6	Truck Haul	5,899.6	Yd.Mi.	.14	825.94	
7	Rounding Cutbanks	1,000	L.F.	.06	60.00	
8	Finishing Roadbed and Slopes	2.12	Mi.	200.00	424.00	
9	12" Concrete Pipe	379	L.F.	1.00	379.00	
10	18" Concrete Pipe	99	L.F.	[illegible]	198.00	

Item No.	ITEM	Quantity	Unit	Unit Price	Amount	Notations (Payee must not use this column)

Form PR-20a
Form approved by
Comptroller General U. S.
September 16, 1939

STATEMENT OF LABOR AND MATERIALS—Continued

No. 2

Federal Aid Project: State Oregon County Yamhill No. [illegible] 300 Sec. B (1)

Item No.	ITEM	Quantity	Unit	Unit Price	Amount	Notations (Payee must not use this column)
11	Salvaging Culvert Pipe	114	L.F.	1.00	114.00	
15	Class "A" Concrete	134.86	C.Y.	23.00	3,101.78	
16	Metal Reinforcement	25,629	Lb.	.05	1,281.45	
18	3" - 0" Material in Base	22,735.16	Ton	.68	15,459.91	
19	3/4" - 0" Material in Shoulders	4,093.42	Ton	1.60	6,549.47	
20	1" - 0" Material in Cushion Course	1,132	Ton	2.00	2,264.00	
23	Sprinkling	401.58	M-Gal.	1.50	602.37	
24	Portland Cement Concrete Pavement	27,524	S.Y.	1.80	49,543.20	
25	Expansion Joints in Pavement	2,120	L.F.	.20	424.00	
26	Contraction Joints	14,400.8	L.F.	.03	432.02	
27	Dowel Bars	2,307	Ea.	.18	415.26	
28	Tie Bars and Reinforcement	13,880.4	Lb.	.06	832.82	
29	Salvaging Surfacing Materials	2,196	C.Y.	.40	878.40	
30	Preparation of Base	1.49	Mi.	100.00	149.00	
31	Furnishing and Placing Aggregates	547.10	Ton	2.50	1,367.75	
32	Furnishing and Placing RT-8 Tar	54.53	Ton	22.00	1,199.66	
	Approved Extra Work					
	P.A. No. 2 - Cement Adjustment	1,419.8	Bbl.	2.385	3,386.22	
					97,137.34	
	Bridge, Sta. 150+98.0 to 152+48.0 Type Code					
12	Structural Excavation, Unclassified	316.14	C.Y.	2.00	632.28	
13	Structural Excavation Below Elevation Shown, Unclassified	3.57	C.Y.	2.00	7.14	
14	Shoring, Cribbing, Etc.	100%	All Req.		600.00	
15	Class "A" Concrete	313.87	C.Y.	23.00	7,219.01	
16	Metal Reinforcement	72,563	Lb.	.05	3,628.15	
17	Metal Handrail	314	L.F.	5.50	1,727.00	
	Approved Price Agreement No. 3 - Cement Adjustment	-43.75	Bbl.	2.36	-103.25	
					13,710.33	
	Total Construction Cost- - - - - - - - - - - - - - - - -				110,847.67	
	Construction Engineering					
	Salaries 4,293.99					
	Roadway				3,623.24	
	Bridge				670.75	
	Participating Cost - - - - - - - - - - - - - - - - - -				115,141.66	

		587	C.Y.	1.00	587.00
5	General Excavation, Unclassified	23,598.8	C.Y.	.16	3,775.81
6	Truck Haul	5,899.6	Yd.Mi.	.14	825.94
7	Rounding Cutbanks	1,000	L.F.	.06	60.00
8	Finishing Roadbed and Slopes	2.12	Mi.	200.00	424.00
9	12" Concrete Pipe	379	L.F.	1.00	379.00
10	18" Concrete Pipe	99	L.F.	[illegible]	198.00

No. 3

Nonparticipating Items

Construction Engineering	2,050.93	
Signs (Roadway)	47.74	
Curb Markers (Bridge)	8.44	
E.W. #1 - Extra for Detour	537.93	
E.W. #2 - Reslope Cutbanks	70.46	
E.W. #3 - Riprap Bank Protection	268.08	
E.W. #4 - Salvage Detour Surfacing	262.44	
E.W. #5 - Repair Water Lines	41.15	
E.W. #6 - Construct Wood Flume	17.38	
P.A. #1 - Copper Waterstops in Sidewalk	12.75	
Item #6 - Truck Haul	662.53	
	3,979.83	
Roadway		3,742.92
Bridge		236.91
Total Actual Cost		125,368.84

Amount carried forward

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—7181

RECEIVED
DEC 9 1942
FOR FILING

300-R-1

December 7, 1942

Mr. R. M. Payne
Cummins Apartments
McMinnville, Oregon

Dear Sir:

The Honorable Earl Snell has forwarded to this office your letter of December 3, 1942, regarding the claim of your mother against Berke Brothers for the privilege of crossing over her farm to secure water for use in connection with their contract, No. 2435, for grading, paving and bridge construction on the Deer Creek-Bellevue Section of the Salmon River Highway, in Yamhill County, and for damage to crops which occurred because gates were left open, allowing stock to water the fields.

It is noted that the claim is in the amount of $20.00 and that Berke Brothers are not inclined to settle. I note that you have sent a carbon copy of your letter to the Great American Indemnity Company, Failing Building, Portland, which company wrote the bond furnished by Berke Brothers in connection with this job.

I am inclined to believe that you will secure satisfaction by following this course. However, should you not secure satisfaction then your only recourse is by action in the courts. You have already filed the notice of your claim with the Secretary of State so the claim is protected under the bond.

In view of the above there appears to be nothing more that the Commission can do in the collection of the claim. However, we trust that you will secure satisfaction in the near future.

Very truly yours,

HBG:AM

Secretary

NOTED
A. L. MONSON

REFERRED TO [illegible]
BY SECRETARY
note on card

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 4, 1942

Mr. H. B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed is a letter from R. M. Payne relative to a notice of claim in the sum of $20.00 against Berke Brothers.

The claim was filed in this office on July 8th, 1942 by Mary M. Payne, file No. 3065. We are advising R. M. Payne that the matter is being referred to your department for attention.

Very truly yours,

Earl Snell

Secretary of State

S:FL

Enc.

NOTE TO Payne
DATE 12-7-4

Respectfully referred to State Highway Commiss

STATE DEPARTMENT

McMinnville, Oregon.

December 3rd, 1942.

Hon. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:-

On July 3, 1942, through instructions by H.B.Glaisyer, Secretary of the State Highway Commission, the undersign mailed claim against the Great American Indemnity Company, sureties for Berke Brothers, under their contract No. 2435 for grading, paving and bridge construction on the Deer Creek-Bellevue Section of the Salmon River Highway in Yamhill County, in the sum of $20.00. This claim was for use of the Payne farm in going through a bottom field to get water for the job for several months in the summer of 1941, and for damage to crops caused by carelessness of the highway crew in leaving gates open and allowing stock to enter fields.

Claim was made to Berke Brothers several times while they were on this job by mailing statements to them, and by their promising personally to pay the claim, by their agents in charge and on the job. The matter was later on in the fall mentioned to Mr. Johnson of the branch office of the Highway Department at McMinnville and claim presented to him, and he promised to take it up with them and see that it was paid.

It was not until after the claim was filed with you that one W. H. Gardner, attorney of Oswego, wrote the undersigned to the effect that he would call and see the undersigned shortly about the claim, and that Berke Bros. seemed relinquent to pay same. This was the first we had heard that there was any question about the claim, as the construction company had asked us to prepare claim and send to them for whatever amount we felt was reasonable.

My mother is along in years, and she keeps worrying about the claim, and a short time ago Mr. Gardner wrote he was going into the service and would have no further time to spend on the matter. We do not intend to let Berke Brothers get by without payment of the claim, and if necessary intend to bring suit, as we have plenty of proof of the reasonableness of the claim and witnesses too.

Would you kindly let me know what steps I should take next to try to enforce payment of the claim.

Yours very truly,

R. M. Payne

Cummins Apartments, McMinnville, Ore.

cc- Great American Indemnity Co.
Failing Bldg.,
Portland, Ore.

1

RECEIVED
FOR FILE

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

300-B-1

July 27, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 300-B (1)
Deer Creek-Bellevue Section
Salmon River Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

1

ua4pr-12968

Section B(1)
Oregon Federal Aid Project No. SN-FAP 300

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 18, 1941 by The Oregon State Highway Commission, and on December 5, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 300, Section B(1); and

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested an increase in the Federal share payable on account of said project as authorized in Section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.), and has requested that the Federal funds approved and set aside to the credit of the project be increased from $67,000.00 to $90,530.00;

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ninety thousand, five hundred thirty and 00/100 dollars ($90,530.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of ninety thousand, five hundred thirty and 00/100 dollars ($90,530.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred eighteen thousand, two hundred two and 70/100 dollars ($118,202.70), the approved total estimated cost of Section B(1) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on June 17, 1942, and the Administrator on JUL - 7 1942.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads

Oregon Federal Aid Project No. SN-FAP 300
Section B(1).

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible]-FAP 300-B(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 120,808.70 in lieu of the $67,000.00 approved by Certificate dated Dec. 5, 1941 as the total estimated cost of said project, and the sum of $ 90,550.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of .... one thousand nine hundred and JUL - 7 1942

Federal Works Administrator,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

JUL 28 1942
RECEIVED

RECEIVED
JUL 14 1942
FOR FILING

[illegible]

July 14, 1942

Great American Indemnity Company
Oregon Claim Department
409 Failing Building
Portland, Oregon

Attention: W. H. Gardner

Gentlemen:

We have your letter of July 13, 1942, advising that our letter of July 9, 1942, was the first information you had had in regard to the claim of Mary M. and R. M. Payne, and inquiring as to their address.

We do not have a definite address for the Paynes; however, their letter was written on stationery of Vinton, Marsh and Marsh, Attorneys at Law, McMinnville, and we believe that correspondence addressed in care of this firm will reach the claimants.

Very truly yours,

Secretary

DD:AM

NOTED
D. G. DeSart

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

Great American
Indemnity Company
New York

PACIFIC DEPARTMENT
233 SANSOME STREET
SAN FRANCISCO, CAL.

DANIEL MCPEAK
ALFRED W. HILLBACK
MANAGERS

GEORGE E. KELLY
ASSISTANT MANAGER

OREGON CLAIM DEPARTMENT
409 FAILING BUILDING
ATWATER 7205

PORTLAND, OREGON

July 13th, 1942

Oregon State Highway Commission
Salem, Ore.

Gentlemen:

Attention - Mr. H.B.Glaisyer

This will acknowledge receipt of your letter of July 9th in which there was enclosed a copy of notice of claim in the amount of $20.00 filed by Mary M. and R. M. Payne against Berke Bros. bond for work on the Deer Creek-Bellevue Section of the Salmon River Highway.

This is the only notice received by this office of any claim and we will be grateful if you can supply us with the Paynes' mailing address.

Very truly yours,

W. H. Gardner

W. H. Gardner

WHG/B

DeSart
prepare reply
HBG

RECEIVED
JUL [illegible] 1942
[illegible]

RECEIVED
JUL 9 1942
FOR FILING

300-B21

July 9, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a Notice of Claim, in the amount of $20.00, filed by Mary M. and R. M. Payne against the bond taken from Berke Brothers for work on the Deer Creek-Bellevue Section of the Salmon River Highway, in Yamhill County, being state highway contract No. 2435.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this Notice of Claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]
cc -
Berke Brothers
7923 N. E. Halsey
Portland, Oregon

NOTED
D. G. DeSart

July 9, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of July 8, enclosing three copies of a Notice of Claim, in the amount of $20.00, filed by Mary M. and R. M. Payne against the bond taken from Berke Brothers in connection with their contract No. 2435 with the State Highway Commission for work on the Deer Creek-Bellevue Section of the Salmon River Highway, in Yamhill County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HM

NOTED
D. G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL [illegible] 1942
[illegible]

July [illegible], 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Mary [illegible] R. M. Payne for $[illegible] against the bond taken from [illegible] Brothers, principal, and Great American Indemnity Co., surety, for work on the Deer Creek-Bellevue Section of the Salmon River Highway, contract No. 2435, which was received and filed today.

Please acknowledge receipt of the copies in order that our files may be complete.

Very truly yours,

Earl Snell
Secretary of State

E:FC
encl. 3

REFERRED TO
DeBart
BY SECRETARY
usual letter

TO EARL SNELL, Secretary of State of the State of Oregon:

NOTICE HEREBY IS GIVEN that the undersigned, Mary M. Payne and R. M. Payne have a claim for damages as follows:

To Mary M. Payne: from Berke Brothers:

For privilege of entering premises and going through bottom field to get water from the creek for use on the new highway for the summer months, and for which use the company agreed to pay a reasonable amount when privilege was granted them - - - - $10.00

To Mary M. Payne and R. M. Payne: from Berke Brothers:

For damage to crop of oats and vetch hay, when the gate to roadway to the creek was left open by highway workmen and herd of cattle got into the field and did considerable damage before they could be run out and the gate shut, which damages amounted to - - - $10.00.

amounting to the total sum of $20.00, against the bond taken from Great American Indemnity Company by Berke Brothers on their contract No. 2435 for grading, paving and bridge construction on the Deer Creek-Bellevue Section of the Salmon River Highway in Yamhill County, Oregon.

Dated this 3rd day of July, 1942.

MARY M. PAYNE

R. M. PAYNE

STATE OF OREGON
County of Yamhill } ss

I, Mary M. Payne and R. M. Payne each being duly sworn, say that I am the claimant herein, that I have personal knowledge of the facts in reference to the above claim against the Berke Brothers, under their contract No. 2435, and that the amount claim therein is justly due; that no payments have been made thereon.

MARY M. PAYNE
R. M. PAYNE

Subscribed and sworn to before me this 3rd day of July, 1942.

(SEAL)

MADELINE PAYNE
Notary Public for Oregon
My commission expires: September 23rd, 1945.

Endorsed: File No. 3065
Filed July 8, 1942
EARL SNELL, Secretary of State

RECEIVED
JUN 1 [illegible]
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No.

300-B-1

June 10, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 300-B (1)
Deer Creek-Bellevue Section
Salmon River Highway

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Tom

RECEIVED
MAY 13 1942
FOR FILING

300-B-1

May 12, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Deer Creek-Bellevue Section, Project No. SN-FAP 300-B (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. SR-FAP 300-B (1)

DEER CREEK-BELLEVUE SECTION OF THE SALMON RIVER HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1942

WORK DONE PRIOR TO JUNE 15, 1941

Roadwork

[illegible]		Clearing and Grubbing		$ 630.00
130	cu. yds.	Trench Excavation	$ 1.00	130.00
22,000	cu. yds.	General Excavation	.16	3,520.00
4,500	yd. mi.	Truck Haul	.14	630.00
750	M-gals.	Sprinkling	1.50	1,125.00
				$ 6,035.00

Materials Produced and Stockpiled:

1,700	cu. yds.	Pavement Aggregates	.90	1,530.00
1,600	cu. yds.	3/4" - 0" Material	1.00	1,600.00
		Subtotal		$ 9,165.00
		10% Engr. & Cont.		916.50
		Total		$ 10,081.50

Bridge (Sta. 150+98 to 152+48)

380	cu. yds.	Structural Excavation, Unclassified	$2.00	$ 760.00
20	cu. yds.	Structural Excavation Below Plans, Unclassified	2.00	40.00
All Required		Shoring, Cribbing, Etc.		600.00
335	cu. yds.	Class "A" Concrete	23.00	7,705.00
74,700	lbs.	Metal Reinforcement	.05	3,735.00
312	lin. ft.	Metal Handrail	5.50	1,716.00
		Subtotal		$ 14,556.00
		10% Engr. & Cont.		1,455.60
		Total		$ 16,011.60

WORK DONE SUBSEQUENT TO JUNE 15, 1941

Roadway

[illegible]		Clearing and Grubbing		$ [illegible]
12,400	sq. yds.	Removal of Pavement	$ .25	3,100.00
1,800	sq. yds.	Breaking Old Pavement	.10	180.00
170	cu. yds.	Trench Excavation, Unclassified	1.00	170.00
[illegible]	cu. yds.	General Excavation, Unclassified	.16	$ [illegible]
[illegible]	yd. mi.	Truck Haul	.14	[illegible]
1,200	lin. ft.	Rounding Cutbanks	.06	72.00
2.12	miles	Finishing Roadbed and Slopes	200.00	424.00
530	lin. ft.	12" Concrete Pipe	1.00	530.00
[illegible]	lin. ft.	18" Concrete Pipe	2.00	[illegible]
300	lin. ft.	Salvaging Culvert Pipe	1.00	300.00
135	cu. yds.	Class "A" Concrete	23.00	3,105.00
23,300	lbs.	Metal Reinforcement	.05	1,165.00
16,700	tons	3" - 0" Material in Base	.68	11,356.00
2,600	tons	3/4" - 0" Material in Shoulders	1.60	4,160.00
800	tons	1" - 0" Material in Cushion Course	2.00	1,600.00
1,000	cu. yds.	Filler	.25	250.00
5,000	yd. mi.	Hauling Filler	.10	500.00
27,500	sq. yds.	Portland Cement Concrete Pavement	1.80	49,500.00
2,200	lin. ft.	Expansion Joints in Pavement	.20	440.00
15,000	lin. ft.	Contraction Joints	.03	450.00
2,200	only	Dowel Bars	.18	396.00
14,000	lbs.	Tie Bars and Reinforcement	.06	840.00
3,600	cu. yds.	Salvaging Surfacing Materials	.40	1,440.00
1.49	miles	Preparation of Base	100.00	149.00
370	tons	Furnishing and Placing Aggregates	2.50	925.00
32	tons	Furnishing and Placing RT-8 Tar	22.00	704.00
				$ 86,866.00
		Credit for Stockpiled Materials Used	Cr.	3,130.00
		Subtotal		$ 83,736.00
		10% Engr. & Cont.		8,373.60
		Total		$ 92,109.60

Length of Roadway	2.124 miles
Length of Bridge	.028 mile
Total Length	2.152 miles
Cost per mile, Roadway	$ 48,112.97

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Done Prior to June 15, 1941			
Roadwork	$ 10,081.50	$ 6,150.00	$ 3,931.50
Bridge	16,011.60	9,770.00	6,241.60
Work Done Subsequent to June 15, 1941			
Roadwork	92,109.60	74,610.00	17,499.60
	$118,202.70	$90,530.00	$27,672.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 51, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FILED
State Highway Engineer
R.H. Baldock
3 [illegible]-B-1

March 12th, 1942

FINAL COST ANALYSIS
Deer Creek-Bellevue Section
Salmon River Highway

Contract No. 2435
Berke Bros., Contractors

Prefix 36-1112
B. O. Johnson, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$541.20	All		$541.20	$900.00	$900.00
Removal of Pavement	1,853.26	9,754	Sq. Yd.	0.19	0.25	2,438.50
Breaking Old Pavement	195.56	1,777.8	" "	0.11	0.10	177.78
Trench Excav., Unclass.	824.55	717.0	Cu. Yd.	1.15	1.00	717.00
General " "	6,122.09	45,348.8	" "	0.135	0.16	7,255.81
Truck Haul	1,906.62	15,131.9	Yd. Mi.	0.126	0.14	2,118.47
Rounding Cutbanks	84.00	1,000.0	Lin. Ft.	0.084	0.06	60.00
Finishing Roadbed and Slopes	392.20	2.12	Miles	185.00	200.00	424.00
12" Concrete Pipe	337.31	379	Lin. Ft.	0.89	1.00	379.00
18" " "	172.26	99	" "	1.74	2.00	198.00
Salvaging Culvert Pipe	77.52	114	" "	0.68	1.00	114.00
Struct. Excav., Unclass.	417.30	316.14	Cu. Yd.	1.32	2.00	632.28
Struct. Excav. Below Elevation Shown	4.71	3.57	" "	1.32	2.00	7.14
Shoring & Cribbing	461.25	All		461.25	600.00	600.00
Class "A" Concrete	10,163.73	448.73	Cu. Yd.	22.65	23.00	10,320.79
Metal Reinforcement	4,615.02	98,192	Lbs.	0.047	0.05	4,909.60
Metal Handrail	1,340.78	314	Lin. Ft.	4.27	5.50	1,727.00
3"-0 Mat'l in Base	14,323.15	22,735.16	Tons	0.63	0.68	15,459.91
3/4"-0 Mat'l in Shldrs.	6,385.74	4,093.42	"	1.56	1.60	6,549.47
½"-0 Mat'l in Cushion	1,913.08	1,132.0	"	1.69	2.00	2,264.00
Sprinkling	673.81	408.37	M-Gal.	1.65	1.50	612.56
Portland Cement Concrete Pavement	52,993.29	27,524	Sq. Yd.	1.93	1.80	49,543.20

Deer Creek-Bellevue Final Cost Analysis.

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Expansion Joints in Pavement	$381.60	2,120	Lin. Ft.	$0.18	$0.20	$424.00
Contraction Joints	360.02	14,400.8	" "	0.025	0.03	432.02
Dowel Bars	346.05	2,307	Each	0.15	0.18	415.26
Tie Bars & Reinforcement	735.66	13,880.4	Lbs.	0.053	0.06	832.82
Salvaging Surfacing Materials	1,712.88	2,196	Cu. Yd.	0.78	0.40	878.40
Preparation of Base	156.45	1.49	Miles	105.00	100.00	149.00
Furn. & Plac. Aggregate	1,436.14	547.1	Tons	2.63	2.50	1,367.75
" " " RT-8 Tar	1,259.64	54.53	"	23.10	22.00	1,199.66
PA #1, Furn. & Place Copper Waterstops in Sidewalk	12.75	17	Lbs.	0.75	0.75	12.75
PA #2, Cement Adj. Pav't.		1,419.8	Bbls.		2.385	3,386.22
PA #3, " " Struct.		43.75	"		2.36	103.25
Force Account	1,197.44					1,197.44
	$113,397.06					$117,807.08

Gross Revenue	$117,807.08
Total Cost	113,397.06
Net Profit	$4,410.02

Net Profit Equals 3.74% of Gross Revenue

Deer Creek-Bellevue

Detail of Cost

Labor:

Supervision	$4,699.43	
Labor	18,001.78	
State Industrial Accident Insurance	1,634.49	
Social Security & Unemployment Insurance	1,135.06	
		$25,470.76

Materials:

12" Concrete Pipe	379	lin. ft.	at	$0.68	$257.72	
18" " "	99	" "	"	1.43	141.57	
Portland Cement	10,257	bbls.	"	2.36	24,206.52	
Metal Reinforcement	98,192	lbs.	"	0.0356	3,495.64	
Misc. Bridge Mat'ls.					1,151.00	
Concrete Aggregate	4,711	cu. yd.	"	1.79	8,432.69	
" Sand	2,340	" "	"	1.79	4,188.60	
3"-0 Mat'l in Base	22,735.16	tons	"	0.53	12,049.63	
3/4"-0 Mat'l in Shoulders	4,093.42	"	"	1.44	5,894.52	
½"-0 Mat'l in Cushion	1,132	"	"	1.44	1,630.08	
Expansion Joints	2,120	lin. ft.	"	0.096	203.52	
Contraction Joints	14,400.8	" "	"	0.0148	213.13	
Dowel Bars	2,307	each	"	0.1075	248.00	
Sleeves	2,307	"	"	0.035	80.75	
Tie Bars & Metal Reinforcement	13,880.4	lbs.	"	0.0356	494.14	
						62,687.51

Equipment Rental & Miscellaneous:

Equipment Rental	$9,561.70	
Gasoline, Oil & Grease	3,488.05	
Small Tools & Misc. Supplies	1,235.00	
Lumber (Form & Plant)	2,247.00	
Bond	1,178.07	
Public Liability & Property Damage	227.00	
Home Office & General Overhead	3,534.21	
Move In and Freight	1,051.35	22,522.38

Work Performed by O. C. Yocom:

Preparation of Base	1.49	Miles	at	$100.00	$149.00	
Furn. & Place Aggregate	547.1	cu. yd.	at	$2.50	1,367.75	
" " " RT-8 Tar	54.53	tons	"	22.00	1,199.66	
						2,716.41
Total Cost						$113,397.06

Deer Creek-Bellevue

Remarks:

This project, a "Federal Aid Project", was bid and awarded February 28th, 1941. The contract called for grading, paving and the construction of a new bridge. The contractor began working on the project March 12th, 1941, and the contract was completed December 3rd, 1941.

The bridge and grading work proceeded very well, and a fair profit was made on the grading. The grading was done by caterpillar and carryall scrapers. The material was not hard to load and was handled very efficiently.

The paving work lost money for the contractor because of very poor supervision and a delay caused by the rewashing of the concrete aggregate. The concrete aggregate had been purchased through O. C. Yocom from McKibbons gravel plant. The rock was stockpiled at the batch plant, and it was found the material was not suitable for concrete so the McKibbon concern loaded the material and returned it to the plant and rewashed it, then hauled it back to the batch plant site and restockpiled it. The haul from the gravel plant to the batch was approximately two miles. The rewashing etc. did not cause the original contractor any loss except in the delay, because it had been purchased to meet O.S.H.D. specifications. The paving operations were hampered some by the weather which prevented the contractor from working long hours.

The base rock and all the other rock was furnished and hauled to the job by O. C. Yocom. The Berke Brothers made a nice profit on the rock items as their price from Yocom was very reasonable.

The project as a whole shows a fair profit which is chiefly due to excellent supervision on the biggest part of the project; however, the work on the concrete pavement was not supervised very efficiently, and this caused the profit to be decreased somewhat.

E. H. Clymer
Cost Analyst

By . . A. C. Vincent

RECEIVED
MAR 10 1942
FOR FILING

300-B-1

March 9, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2435 for construction of the Deer Creek-Bellevue Section of the Salmon River Highway, in Yamhill County, has been completed by the contractor, Berke Brothers, and that final settlement will be made on or after March 19, 1942.

One claim, of which you have previously been notified, has been filed against this contract, being that of Mrs. R. H. Payne in the amount of $20.00 for right of trespass and damage to crops.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $117,807.08, including final payment, of which $1,197.44 is for force account work. This contract was completed on December 3, 1941, and was accepted by the Commission on January 21, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. . DeSart

RECEIVED
MAR 6 1942
FOR FILE

300-B-1

MAR 6 1942

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

Great American
Indemnity Company
New York

DANIEL MCPEAK
ALFRED W. HILLBACK
MANAGERS

GEORGE E. KELLY
ASSISTANT MANAGER

HARVEY WELLS - FRED C. REED
GENERAL AGENTS
412 FAILING BUILDING
ATWATER 7305

PACIFIC DEPARTMENT
233 SANSOME STREET
SAN FRANCISCO, CAL.

PORTLAND, OREGON

March 5,1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This will acknowledge your letter of March 3rd advising of claim in the amount of $20.00 for right of trespass and damage to crops by Mrs. R. M. Payne under contract No. 2435.

We are advised by Berke Bros. that they procured permission from the claimant prior to crossing the field in question and, therefore, do not feel obligated to pay this claim.

Purpose of this letter is to inform you of our satisfaction with Berke Bros.' ability to properly adjust this claim and to approve of the payment of the final estimate when due under the contract.

Very truly yours,

GREAT AMERICAN INDEMNITY COMPANY

By Fred Reed

NOTED
D. [illegible]

FCR/bs
cc-Berke Bros.

NOTED
H. B. GLAISYER

RECEIVED
MAR 3 1942
FOR FILING

2[illegible]-E-1

March 3, 1942

Mrs. R. M. Payne
c/o Vinton, Marsh & Marsh
Attorneys-at-Law
McMinnville, Oregon

Dear Mrs. Payne:

We acknowledge receipt of your claim in the amount of $20.00 filed against Berke Brothers on their contract No. 2435, for grading, paving and bridge construction on the Deer Creek-Bellevue section of the Salmon River Highway, in Yamhill County.

We are calling this claim to the attention of Berke Brothers' surety, Great American Indemnity Company for whom Norval Wells-Reed Insurance Agency is resident agent with offices in the Failing Building, Portland.

If you do not receive satisfaction on your claim within a reasonable period of time, we suggest that you file against the bond through the office of the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws 1939.

For your information in filing against the bond, we advise that this job was completed on December 3, 1941, and was accepted by the Commission on January 21, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. DeSart

March 3, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

This is to advise you that a claim, in the amount of $20.00, for right of trespass and damage to crops, has been filed in this office by Mrs. A. M. Payne against Berke Brothers in connection with state highway contract No. 2435, Deer Creek-Bellevue Section of the Salmon River Highway, in Yamhill County.

This information is given you inasmuch as you appear surety on the bond furnished by Berke Brothers in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RD:AM

cc - Berke Brothers
7923 N. E. Halsey
Portland, Oregon

D. DeSart

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1942

36-1112
36-1113

Subject:

To:

Mr. H. B. Glaisyer,
Secretary.

Dear Sir:

Herewith a copy of a letter from our Resident Engineer, Mr. B. O. Johnson, together with a claim by Mrs. C. J. Payne against the Berke Brothers Construction Company in connection with their recent Contracts No. 2435 and No. 2440.

Please handle this in accordance with the usual procedure.

Yours very truly,

F. D. Eason

F. D. EASON,
Division Engineer.

FDE:AM

REFERRED TO
C C Stout
BY SECRETARY

prepare usual letter

FORM E-20 30M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

C
O
P
Y

McMinnville, Oregon
February 17, 1942

Job 36-1112

Subject: Claim of Mrs. C. J. Payne
against Berk Bros.
Construction Co.

To:

F. D. Eason,
Division Engineer,
Salem, Oregon.

Dear Sir:

I am enclosing herewith a copy of a claim submitted to Berke Bros. by Mrs. Payne, which Berke Bros. refuse to pay. I am sending this for your information in case anything further comes up in regard to it.

All water for sprinkling was obtained by Berke from Mrs. Payne's property.

Very truly yours

B. O. Johnson
Resident Engineer

VINTON, MARSH & MARSH
ATTORNEYS-AT-LAW
McMINNVILLE, OREGON

W. T. VINTON
EUGENE E. MARSH
FRANCIS E. MARSH

December 3rd, 1941.

McMinnville Department of the
Oregon State Highway Commission,
1st Federal Savings and Loan Bldg.,
McMinnville, Oregon.

Attention Mr. Johnson:

Dear Mr. Johnson:-

Regarding our recent conversation in regard to the $20.00 bill we gave Berke Bros. Construction Company for services and damages, I am unable to find the duplicate copy but the bill was computed about as follows:

To Mrs. C. J. Payne:

For privilege of entering premises and going through bottom field to get water from the creek for use on the new highway for the summer months, and for which use the company agreed to pay a reasonable amount when privilege was granted them - - - - - - -$10.00

To Mrs. C.J.Payne and R. M. Payne:

For damage to crop of oats and vetch hay, when the gate to roadway to the creek was left open by highway workmen and herd of cattle got into the field and did considerable damage before the Paynes ran them out and shut the gate -, for which the company agreed to pay the damages - - - - - - - - - 10.00

Trusting that you will see that the above amount of $20.00 is paid to us, and thanking you for your interest in the matter, I am

Very truly yours,

(Mrs) R. M. Payne

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FEB 24 1942
FOR FILING

N-7AP 3-0-B-1

February 21, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of February 17, you are advised that Contract No. 2435, with Berke Brothers, was completed on December 3, 1941, and was accepted by the State Highway Commission on January 21, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. DeSart

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

February 17, 1942

State of Oregon Highway Commission
Salem, Oregon

Gentlemen:

Re: State of Oregon Contract 2435
Berke Brothers, Contractor

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

FJH:GC
Encl.

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FEB 5 1942
FOR FILING

300-R-1

February 5, 1942

Berke Brothers
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 21, 1942, granted you the extension of time requested, from September 30 to December 3, 1941, without penalty, in connection with state highway contract No. 2435 for construction of the Deer Creek-Bellevue Section of the Salmon River Highway, in Yamhill County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. F. D. Bason

300-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
RECEIVED
FEB 3 1942
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 2, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 300-B (1), Deer Creek-Bellevue Section of the Salmon River Highway ______________________, was made by a representative of this office on January 26, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Iron

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RECEIVED
JAN 24 1942
FOR FILING

300-B-1

January 23, 1942

Standard Oil Company of California
Pacific Building
Portland, Oregon

Gentlemen:

In accordance with your letter of January 19 we advise that Berke Bros. contract No. 2435, for grading and paving the Deer Creek-Bellevue Section of the Salmon River Highway, in Yamhill County, was completed December 3, 1941, and accepted by the Highway Commission January 21, 1942. Semi-final warrant in the amount of $6,865.54 will be mailed to Berke Bros. some time the first of next week.

Final quantities on this contract have not yet been checked, and it will probably be about the first of March before final payment can be mailed on this contract. From the unchecked field records we estimate that this final payment will be a little less than $3,500.00.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:NS

NOTED
D. DeSart

STANDARD OIL COMPANY OF CALIFORNIA

MARKETING DEPARTMENT
E. V. BURNS
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
L. M. BUSSERT
ASSISTANT DISTRICT SALES MANAGERS
F. J. WAYMIRE
ASSISTANT TO THE DISTRICT SALES MANAGER

OFFICE
9TH FLOOR PACIFIC BLDG
520 S. W. YAMHILL STREET
P. O. BOX 950

PORTLAND, ORE.

Jan. 19, 1942

Chester Lackey
Job 2435

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you please advise on the bottom of this letter the date the above contract was completed and accepted. As we have furnished petroleum products to this job we should like to know if full settlement has been made; and if not, can you inform us the amount due and the date of the final settlement.

Yours very truly
STANDARD OIL COMPANY OF CALIFORNIA

By C. F. Amundson
Credit Division

CFA:LP

1942

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FOR FILING

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January 13, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Berke Brothers, on contract No. 2435, covering work on the Deer Creek-Bellevue Section of the Salmon River Highway, in Yamhill County. This payment, in the amount of $6,865.54, will be made on or after January 23, 1942. The retained percentage is $3,425.05.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. DeSart

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JAN 28 1942
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 9, 1942

Oregon SN-FAP 300-B(1)
Deer Cr.-Bellevue Sec.
Salmon River Highway

300-B-1

RECEIVED
JAN 10 1942
STATE HIGHWAY COMMISSION

R R

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encl.

Ron

[illegible]-12968

Federal Aid

Form P. R. 2

State Oregon

Project No. [illegible]-FAP 300-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of Nov., 1941

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 4th day of March, 1937, a project statement, which was approved on the 12th day of March, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 12th day of February 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-seven thousand and 00/100 dollars ($67,000.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof.

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State : Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 329, Laws 1929
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 119+00.4 in the NW¼ Sec. 29, T. 5 S., R. 5 W., W.M., and survey station 233+40.4, the westerly end of Section A of said project, in the NE¼ Sec. 21, T. 5 S., R. 5 W.

, length 2.152 miles, in Yamhill County, being Section B(1) of Oregon Federal Aid project No. [illegible]-FAP 300 consisting of 2.124 miles of roadway and one bridge, ~~each~~ of more than 20 feet clear span, 0.028 of a mile in length.
~~miles in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of sixty-seven thousand and 00/100 dollars ($67,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred eighteen thousand, two hundred two and 70/100 dollars ($118,202.70), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, Laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of

DEC - 5 1941, 19

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ________
(Title of officer)

By ________
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 9—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible]-FAP 300-B(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 118,202.70 as the total estimated cost of said project, and the sum of $ 67,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....
one thousand nine hundred and DEC - 5 1941

Federal Works Administrator,

By Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

H. G. Smith

/R

Form E-1—5M—10-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

300-B-1

For Week Ending December 27, 1941

Section Deer Creek- Bellevue

Kind of work Grading and Paving.

Highway Salmon River

Section prefix 36-1112

Contractor Barke Bros.

Contract number 2435

Date of contract Feb. 22, 1941

Date of completion Sept. 30 1941

Date work started March 12, 1941

~~*Estimated*~~ *date of completion* Dec. 3, 1941

Amount of contract $107,457.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $107,457.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 7700.00, 7.16 %

Date project was completed Dec. 3, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed final records and semi final estimate on Saturday

Price agreement for cement adjustment not yet completed due to correction.

Final payroll not yet received from contractor.

Report to Public Roads administration on form PR 47 completed except for final payroll figures.

NOTED
RAY WEBBER

RECEIVED
DEC 29 1941
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

DEC 30 1941

Signed B. A. Johnson

Address McMinnville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
DEC 2 1941
FOR FILING

300-B-1

R

December 2, 1941

Pacific Portland Cement Company
417 Montgomery Street
San Francisco, California

Gentlemen:

In accordance with your letter of November 27, 1941, we advise that Burke Bros. contract No 2435 for grading, paving and bridge construction on the Deer Creek-Bellevue Section of the Salmon River Highway will probably be completed within the coming week.

The specified date of completion was September 30, 1941, however the contractor was unable to complete the work within that time limit.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

BY

Secretary

DD:HH

NOTED
D. C. DeSart

PHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

417 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA

November 27, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise if State Highway Contract No. 2435 which was awarded to Berke Bros. has been completed and accepted by the Commission.

It is our understanding that this job was set for completion on September 30, 1941. If completed and accepted will you please advise the amount due the general contractor on this contract and when final settlement will be made.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion

H. D. O'Banion
Credit Manager

HDO:vb

R. R

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NOV 17 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

RECEIVED
NOV 10 1941

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. SN-FAP 300-B (1)
Deer Creek-Bellevue Section
Salmon River Highway

November 8, 1941

300-B-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

K

RECEIVED
SEP 18 1941
FOR FILING

300-B-1

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Deer Creek-Bellevue Section, Project No. [illegible]-FAP 300-B (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. SN-FAP 300-B (1)

DEER CREEK-BELLEVUE SECTION OF THE SALMON RIVER HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 10, 1941

Roadway

All Required		Clearing and Grubbing		$ 900.00
12,400	sq. yds.	Removal of Pavement	$ .25	3,100.00
1,800	sq. yds.	Breaking Old Pavement	.10	180.00
300	cu. yds.	Trench Excavation, Unclassified	1.00	300.00
46,000	cu. yds.	General Excavation, Unclassified	.16	7,360.00
10,500	yd. mi.	Truck Haul	.14	1,470.00
1,200	lin. ft.	Rounding Cutbanks	.06	72.00
2.12	miles	Finishing Roadbed and Slopes	200.00	424.00
530	lin. ft.	12" Concrete Pipe	1.00	530.00
80	lin. ft.	18" Concrete Pipe	2.00	160.00
300	lin. ft.	Salvaging Culvert Pipe	1.00	300.00
135	cu. yds.	Class "A" Concrete	23.00	3,105.00
23,300	lbs.	Metal Reinforcement	.05	1,165.00
16,700	tons	3" - 0" Material in Base	.68	11,356.00
2,600	tons	3/4" - 0" Material in Shoulders	1.60	4,160.00
800	tons	3" - 0" Material in Cushion Course	2.00	1,600.00
1,000	cu. yds.	Filler	.25	250.00
5,000	yd. mi.	Hauling Filler	.10	500.00
750	M-gals.	Sprinkling	1.50	1,125.00
27,500	sq. yds.	Portland Cement Concrete Pavement	1.80	49,500.00
2,200	lin. ft.	Expansion Joints in Pavement	.20	440.00
15,000	lin. ft.	Contraction Joints	.03	450.00
2,200	only	Dowel Bars	.18	396.00
14,000	lbs.	Tie Bars and Reinforcement	.06	840.00
3,600	cu. yds.	Salvaging Surfacing Materials	.40	1,440.00
1.49	miles	Preparation of Base	100.00	149.00
370	tons	Furnishing and Placing Aggregates	2.50	925.00
32	tons	Furnishing and Placing RT-8 Tar	22.00	704.00
		Subtotal		$ 92,901.00
		10% Engr. & Cont.		9,290.10
		Total		$ 102,191.10

Bridge (Sta. 150+98.0 to 152+46.0)

380	cu. yds.	Structural Excavation, Unclassified	$ 2.00	$ 760.00
20	cu. yds.	Structural Excavation Below Elevation Shown, Unclassified	2.00	40.00
All Required		Shoring, Cribbing, Etc.		600.00
335	cu. yds.	Class "A" Concrete	23.00	7,705.00
74,700	lbs.	Metal Reinforcement	.05	3,735.00
312	lin. ft.	Metal Handrail	5.50	1,716.00
			Subtotal	$ 14,556.00
			10% Engr. & Cont.	1,455.60
			Total	$ 16,011.60

Length of Roadway	2.124 miles
Length of Bridge	.028 mile
Total Length	2.152 miles
Cost per mile, Roadway	$ 48,112.57

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 102,191.10	$ 57,924.00	$ 44,267.10
Bridge	16,011.60	9,076.00	6,935.60
	$ 118,202.70	$ 67,000.00	$ 51,202.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
MAY 12 1941
FOR FILING

300-B-1

May 10, 1941

PACIFIC PORTLAND CEMENT COMPANY
417 Montgomery Street
San Francisco, California

Attention H. D. O'Banion, Credit Manager

Gentlemen:

Replying to your letter of May 8 requesting certain information with regard to the contract for the Deer Creek-Bellevue Section near Sheridan, Oregon, recently awarded to Baris Bros., we advise as follows:

Number of Contract - 2435.
Date of award: - 2-28-41
Completion Date: 9-30-41
Bonding Company: Great American Indemnity Co.
Agent: Harvey Wells-Reed Insurance Agency.
Failing Building, Portland

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:[illegible]

TELEPHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

SAN FRANCISCO, CALIFORNIA
417 MONTGOMERY STREET

RECEIVED
10 1941

May 8, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are furnishing material to Berke Bros., who have a contract with the State Highway Department near Sheridan, Oregon, for the Deer Creek-Bellevue Section.

Will you kindly advise the date of this contract, the number, the time set for completion and the name of the company who wrote the bond for the general contractor.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion

H. D. O'Banion
Credit Manager

HDO:vb

REFERRED TO [illegible]
BY SECRETARY

[illegible]

Coast Wide Service — San Francisco — Los Angeles — Portland — San Diego — Seattle

RECEIVED
MAR 31 1941
FOR FILING

300-13-1

March 27, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2435 which was awarded to Berke Bros. on February 28, 1941, for 2.12 miles grading and paving and bridge construction on the Deer Creek-Bellevue Section of the Salmon River Highway, in Yamhill County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
MAR 31 1941
FOR FILING

300-13-1

March 27, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2435 which was awarded to Berke Bros. on February 28, 1941, for 2.12 miles grading and paving and bridge construction on the Deer Creek-Bellevue Section of the Salmon River Highway, in Yamhill County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
MAR 31 1941
FOR FILING

300-B-1

March 27, 1941

Berke Bros.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2435 which was awarded to you on February 28, 1941, for 2.12 miles grading, paving and bridge construction on the Deer Creek-Bellevue Section of the Salmon River Highway, in Yamhill County. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

300-131

March 5, 1941

HERKE BROS.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2435 which was awarded to you by the State Highway Commission on February 28, 1941, covering the grading and paving and construction of bridge on the Deer Creek-Bellevue Section of the Salmon River Highway, in Yamhill County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 (page 15) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MEL

NOTED
D. G. DeSart

RECEIVED
MAR 3 - 1941

SN-FAP-200-B-1

March 1, 1941

Dorin Bros.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

The State Highway Commission on February 28, 1941, awarded you the contract for 2.12 miles grading and paving and construction of a concrete bridge on the Deer Creek-Bellevue Section of the Salmon River Highway, in Yamhill County. This award was based on your bid of $107,457.00, using tar, submitted on that date, which bid together with your bid on the West Sheridan Section of the Salmon River Highway was the low combination bid received for both of these jobs.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert
G. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 3 - 1941
STATE HIGHWAY COMMISSION

February 28, 1941

SN-FA 300-B-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. SN-FAP 300-B (1), Deer Creek-Bellevue Section of the Salmon River Highway, to Berke Bros., Portland, Oregon, on the basis of using tar.

The special provisions provided that projects SN-FAP 300-B(1) and SN-FAP 300-C(1), could be bid in combination. On project SN-FAP 300-B(1) the low bidder, Roy L. Houck, qualified his bid by refusing to accept that project alone. His bid on the other project, however, was disqualified and not read. The low combination bidder on the two projects was Berke Bros. Therefore, award of this project was made to them.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

6

RECEIVED

500-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 12, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Project No. SN-FAP 500-B (1), the Deer Creek-Bellevue Section of the Salmon River Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award of contract will be withheld pending securing of the necessary right of way.

Very truly yours,

W. H. LYNCH
District Engineer

By: F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

SMP

RECEIVED
FEB 13 1941
FOR FILING

300-B-1

a

February 12, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to your letter of February 10, suggesting the obliteration of the existing paved road and bridge opposite Stations 128 to 164 of the Deer Creek-Bellevue Project, Project NH-FAP 300-B (1).

As the lands on the north side of the existing highway are of different ownership than are the lands on the south side, abandonment and obliteration of the existing road would deprive the north side owners of necessary access to their properties. It, therefore, appears necessary to continue the existing road in operation.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 10, 1941

RECEIVED
FEB 12 1941
OFFICE OF
ENGINEER

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. for Oregon SN-FAP 300-B (1), Deer Creek-Bellevue Section.

Between approximately Stations 128 and 164 the old concrete pavement is to be used as a detour. This also includes the present concrete bridge opposite Station 150. It is noted the work proposed does not provide for the obliteration of any of this old pavement or the bridge after its use as a detour no longer is necessary. This old pavement and bridge being so near the new alignment may appear unsightly and if its removal is contemplated, we believe it should be accomplished under this contract rather than pay increased costs, which would undoubtedly be the case if done as a roadside improvement project. An expression of your plans with regard to this matter will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO
H.G. Smith
By Asst. Chief Engineer

Please furnish report.

R

February 6, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the sets of blueprint plans submitted for the Deer Creek-Bellevue Section, Project No. SM-FAP 300-B (1). [illegible]

It appears that blueprint copies of drawings numbers 5325 and 7041 were not included in the plans submitted, and we are today sending, under separate cover, five blueprint copies of each.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

R

February 4, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of Form 46 showing material requirements for the Deer Creek-Bellevue Section, Project No. SN-FAP 300-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. SN-FAP 300-B (1)

DEER CREEK-BELLEVUE SECTION OF THE

SALMON RIVER HIGHWAY IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 4, 1941

Roadway

All Required		Clearing and Grubbing		$ 700.00
12,400	sq. yds.	Removal of Pavement	$ .30	3,720.00
1,800	sq. yds.	Breaking Old Pavement	.05	90.00
300	cu. yds.	Trench Excavation, Unclassified	1.00	300.00
46,000	cu. yds.	General Excavation, Unclassified	.20	9,200.00
10,500	yd. mi.	Truck Haul	.12	1,260.00
1,200	lin. ft.	Rounding Cutbanks	.10	120.00
2.12	miles	Finishing Roadbed and Slopes	300.00	636.00
530	lin. ft.	12" Concrete Pipe	1.10	583.00
80	lin. ft.	18" Concrete Pipe	2.00	160.00
300	lin. ft.	Salvaging Culvert Pipe	.80	240.00
135	cu. yds.	Class "A" Concrete	25.00	3,375.00
23,300	lbs.	Metal Reinforcement	.06	1,398.00
18,200	tons	3" - 0" Material in Base	.60	10,920.00
2,600	tons	3/4" - 0" Material in Shoulders	1.20	3,120.00
800	tons	¾" - 0" Material in Cushion Course	1.20	960.00
1,000	cu. yds.	Filler	.40	400.00
5,000	yd. mi.	Hauling Filler	.15	750.00
750	M-gals.	Sprinkling	1.50	1,125.00
27,500	sq. yds.	Portland Cement Concrete Pavement	1.65	45,375.00
2,200	lin. ft.	Expansion Joints in Pavement	.20	440.00
15,000	lin. ft.	Contraction Joints	.04	600.00
2,200	only	Dowel Bars	.20	440.00
14,000	lbs.	Tie Bars and Reinforcement	.06	840.00
3,600	cu. yds.	Salvaging Surfacing Materials	.50	1,800.00
1.49	miles	Preparation of Base	100.00	149.00
370	tons	Furnishing and Placing Aggregates	3.00	1,110.00
26	tons	Furnishing and Placing RC-6 Asphalt	27.00	702.00
32	tons	Furnishing and Placing RT-8 Tar	22.00	(Alternate)
			Subtotal	$ 89,613.00
			10% Engr. & Cont.	8,961.30
			Total	$ 98,574.30

Bridge (Sta. 150+98.0 to 152+48.0)

380	cu. yds.	Structural Excavation, Unclassified	$ 2.00	$ 760.00
20	cu. yds.	Structural Excavation Below Elevations Shown	5.00	100.00
All Required		Shoring, Cribbing, etc.		750.00
335	cu. yds.	Class "A" Concrete	25.00	8,375.00
74,700	lbs.	Metal Reinforcement	.06	4,482.00
312	lin. ft.	Metal Handrail	5.00	1,560.00
		Subtotal		$ 16,027.00
		10% Engr. & Cont.		1,602.70
		Total		$ 17,629.70

Length of Roadway	2.124 miles
Length of Bridge	.028 mile
Total Length	2.152 miles
Cost per mile, Roadway	$ 46,409.74

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 98,574.30	$ 16,966.00	$ 81,608.30
Bridge	17,629.70	3,034.00	14,595.70
	$116,204.00	$ 20,000.00	$ 96,204.00

DEER CREEK-BELLEVUE SECTION

PROJECT NO. SN-FAP 300-B (1)

While negotiations for right of way are in progress, six parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within twenty-one days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

February 4, 1941

PR 46

Roadway (Deer Creek-Bellevue)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) March 20, 1941 State Oregon

Completion Date (Est.) Sept. 30, 1941 Project No. SN-FAP 300-B (1)

Estimated Total Cost Roadway $ 98,574.30 Length: Miles 2.143

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	8,600	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	10,000	7	Reinforcing steel	Lb.	31,500
3	Bituminous mat.	Gal.	6,200	8	Structural steel	Lb.	
4	Lumber	M.	60	10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Bridge (Deer Creek-Bellevue)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for ~~Roadway~~ Bridge
(To Accompany P.S. & E.)

Starting Date (Est.) March 20, 1941

State Oregon

Completion Date (Est.) Sept. 30, 1941

Project No. [illegible]-FAP 300-B (1)

Estimated Total Cost Bridge $ 17,629.70

Length: Miles .094

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	530	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	500	7	Reinforcing steel	Lb.	74,700
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	10,000
4	Lumber	M.	37	10	Explosives	Lb.	
5	Timber piling	Lft.					

CONTRACT# [redacted] 2436

FAS 61-D-1 Lytle Cr.-Ochoco Cr. Sec., 1941
Madras-Prineville Secon. Hwy.
#2436

RECEIVED
DEC 24 1942
FOR FILING

FAS 61-D-1

December 23, 1942

McCollister & Campbell
300 Central Building
Seattle, Washington

Gentlemen:

On December 22, 1942, I wrote to you advising that Berke Brothers' final voucher, covering work on contract No. 2436, had not been signed and returned to this office; therefore, final payment could not be made.

I regret very much to advise you that this information is erroneous. The final voucher has been signed and returned and a warrant, covering the final payment is being mailed to Berke Brothers today.

Very truly yours,

[illegible]

Secretary

RECEIVED
DEC 23 1942
FOR FILING

FAS 61-D-1

December 22, 1942

McCollister & Campbell, Inc.
300 Central Building
Seattle, Washington

Attention: John C. McCollister

Gentlemen:

Reply is made to your letter of December 18, 1942, in regard to the making of the final payment to Berke Brothers for work performed under their contract No. 2436 with the State Highway Commission for grading and topping the Lytle Creek-Ochoco Creek Section of the Madras-Prineville Secondary Highway, in Crook County.

Contrary to your understanding of the matter, this department is not withholding payment to Berke Brothers because of the outstanding claim of Paul A. Bomalli. The delay, on the other hand, lies entirely with the original contractor.

The final voucher covering this work was mailed to them on March 31, 1942, but has not as yet been accepted and returned, and naturally we cannot effect final payment until the voucher has been signed.

Upon receipt of the voucher from the contractor, properly executed, we will place it in line for immediate payment.

Very truly yours,

HBG:AM

Secretary

TELEPHONE: MAIN 7772

McCOLLISTER & CAMPBELL, INC.
GENERAL AGENTS

300 CENTRAL BUILDING
SEATTLE, WASH.

December 18, 1942

Oregon State Highway Commission
Salem
Oregon

Gentlemen: Re: State Highway Contract #2436-
Madras-Prineville Secondary Highway.

The general contractors for the above highway contract were Berke Brothers. A party by the name of Paul E. Bonelli filed a claim against this contract for $130.59 and we are informed that final settlement is being held up on account of this claim. We are informed that Bonelli is reported to have gone to California and his whereabouts are unknown. He was represented by an attorney at Primeville, Oregon, but letters addressed to this attorney in regard to this claim are unanswered.

The object of this inquiry is to ascertain from you how long final payment will be held up in a case such as this where it is impossible apparently to do anything about removing or canceling or even settling on some basis the alleged claim. We would also like to inquire how the contractor can get his money in spite of this claim if nothing can be done to have it cancelled or withdrawn.

An early reply will be appreciated.

Yours very truly,

McCOLLISTER & CAMPBELL, INC.,

By John C McCollister

REFERRED TO
[illegible]
BY SECRETARY

How many claims are on file against this job, [illegible] the [illegible]. [illegible]

ANSWERED
H. B. GLAISYER

RECEIVED
[illegible] 1942

JCM/h

RECEIVED
NOV 28 1942
FOR FILING

FAS 61-19-1

Nov. 27, 1942

Mr. Paul E. Bonelli
910 Orange Street
Yuba City, California

Dear Sir:

This acknowledges receipt of the carbon copy of your letter of November 20, 1942, to Fred C. Reed, Great American Indemnity Company, advising that your claim against Norris Brothers, subcontractors under Barke Brothers in connection with contract No. 2436, has not been paid to date.

Very truly yours,

AM

Secretary

PAUL E. BONELLI
[illegible]
~~BUILDING AND CONTRACTING~~

PLANNING
ESTIMATING
MILL WORK
JOBBING

~~PRINEVILLE, OREGON~~
910 Orange Street
Yuba City, Calif.
November, 20, 1942

Oregon State Highway Commission
Salem,
Oregon.

Fred C. Reed
Great American Indemnity Co.
412 Failing Building
Portland, Oreg.

Dear Sir:

In reference to your letter of November 9, regarding my claim for $ 130.59 filed with the Secretary of State for work, labor and services preformed and materials furnished to Norris Brothers, sub-contractors under Berke Brothers on Contract No. 2436, Madras-Prineville Secondary Highway, in Crook County.

Please be advised that this claim or any part thereof has not been paid to date.

I am notifying the Oregon State Highway Commission, to this effect by sending them a copy of this letter.

Very truly yours

Paul E. Bonelli
Paul E. Bonelli

RECEIVED
APR 1 1 1942
FOR FILING

FAS 61-2-1

April 9, 1942

Mr. Donald M. Graham
Prineville, Oregon

Dear Sir:

In accordance with your letter of April 8 requesting the date of completion and acceptance of contract No. 2424, with Norris Brothers, for grading and bridges on the Ochoco Creek Section of the Madras-Prineville Secondary Highway, and contract No. 2436, for grading and topping the Lytle Creek-Ochoco Creek Section of the Madras-Prineville Secondary Highway, for use in prosecuting the claims of Paul E. Bonelli against these contractors, I advise that contract No. 2424 was completed October 10, 1941, and accepted by the Commission December 18, 1941, and that contract No. 2436 was completed September 20, 1941, and accepted October 17, 1941.

Very truly yours,

Secretary

[illegible]

RECEIVED
APR 1 1942
FOR FILING

FAS 61-D-1

March 31, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2436 for work on the Lytle Creek-Ochoco Creek Section of the Madras-Prineville Secondary Highway, in Crook County, has been completed by the contractors, Berke Brothers, and that final settlement will be made on or after April 9, 1942.

There is a claim filed against this project, of which you have been previously notified, in the amount of $130.59.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $36,060.73, including final payment, and that no force account work was performed therein. This contract was completed on September 20, 1941, and accepted by the Commission October 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED

RECEIVED
MAR 26 1942
FOR FILING

#68 61-D-1

March 25, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have been notified by the Prineville Sand and Gravel Company that its claim, in the amount of $125.80, against Berke Brothers and yourselves for material furnished on contract No. 2436, has been paid in full.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

COPY

March 25, 1942

Prineville Sand & Gravel Company
Prineville, Oregon

Attention: Arthur A. Hardesty

Gentlemen:

Thank you for your note of March 17 on the bottom of our letter of March 16, advising us that your claim, in the amount of $125.80, for material furnished on Berke Brothers' contract No. 2436 and, also, your claim, in the amount of $207.84, for material furnished Norris Brothers on contract No. 2424, have been paid in full.

Your claims have been filed with Mr. Earl Snell, Secretary of State; however, this notice will terminate any action that you have started for the collection of these claims.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

MISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

IN REPLY PLEASE
REFER TO FILE NO.

March 16, 1942

Prineville Sand & Gravel Company
Prineville, Oregon

Gentlemen:

This acknowledges receipt of your letters of March 11, 1942, addressed to H. B. Glaisyer, Secretary of State, advising of your claims against Berke Brothers, in connection with contract No. 2436, and Norris Brothers, in connection with contract No. 2424.

We believe you mean to file these claims in the office of the Secretary of State, in accordance with Chapter 517, Oregon Laws, 1939. We are, therefore, forwarding them to Mr. Earl Snell, Secretary of State.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM/mm

REFERRED TO [illegible]
BY SECRETARY

[illegible]

March 17, 1942.

If claim has not been filed by Mr. Snell, it will not be neccesary, as Norris Bros. have settled both claims in full.

Prineville Sand & Gravel Co.,
Arthur A. Hardesty.

RECEIVED
MAR 20 1942
FOR FILING

FAS 61-19-1

March 18, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim, in the amount of $125.80, which has been filed in the office of the Secretary of State by the Prineville Sand & Gravel Company against the bond taken from Berke Brothers in connection with state highway contract No. 2436, Lytle Creek-Ochoco Creek Section of the Madras-Prineville Secondary Highway, in Crook County.

This is forwarded to you inasmuch as you appear surety on the bond furnished by Berke Brothers in connection with this job.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Berke Brothers
7923 N. E. Halsey
Portland, Oregon

PRINEVILLE SAND & GRAVEL CO.
Crushed, Screened and Washed gravel
Prineville, Oregon

March 11, 1942

Secretary of State,
Salem, Oregon.

State of Oregon in Crook County:

Notice hereby is given that the Prineville Sand & Gravel Company, has a claim for furnishing gravel for grading and topping, in the some of $125.80, against the bond taken from the Great American Indemnity Company, for the work done by Guy Morris, for Berke Bros. contract No. 2436, on the Lytle Creek, Ochoco Creek section of the Madras Prineville Secondary Highway.

Prineville Sand & Gravel Co.
Arthur A. Hardesty

Endorsed: File No. 3044
Filed March 17, 1942
EARL SNELL
Secretary of State

RECEIVED
MAR 1 1 1942
FOR FILING

FAS 61-E-1

March 10, 1942

Prineville Sand & Gravel Company
Prineville, Oregon

Attention: Arthur A. Hardesty

Gentlemen:

Your letter of March 9, addressed to Secretary of State and H. B. Glaisyer, has been received at this office.

We note that the claims, which are against contracts No. 2424 and No. 2436, are not in proper form to be filed with the Secretary of State, Mr. Earl Snell.

In my previous letter we suggested that you submit your claims in the form used in Chapter 517, Oregon Laws 1939, a mimeographed copy of which was inclosed.

In our previous letter we also gave you the respective bonding companies and descriptions of the contracts.

For your convenience we are inclosing another mimeographed copy of this law and have bracketed in red pencil the paragraph setting out the form of affidavit to be used for filing claims with the Secretary of State. You should submit a separate affidavit against each contract.

We would suggest that you file these claims with the Secretary of State at the earliest time possible as the six-months period mentioned in the law will expire April 17, 1942, on contract No. 2436.

Very truly yours,

Secretary

HBG
DD:em

NOTED
D. DeSart

RECEIVED
MAR 9 1942
FOR FILING

FAS 61-C-1

March 7, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

This is to advise you that a claim has been filed by the Prineville Sand and Gravel Company, Prineville, Oregon, in the amount of $125.80, for material furnished Berke Brothers in connection with contract No. 2436, for construction of the Lytle Creek-Ochoco Creek Section of the Madras-Prineville Secondary State Highway, in Crook County.

This information is forwarded to you inasmuch as you appear surety on the bond furnished by Berke Brothers in connection with this job.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

cc - Berke Brothers
7923 N. E. Halsey
Portland, Oregon

Claim filed on
FAS 61-C-1

INDEXED
[illegible]

RECEIVED
FEB 25 1942
FOR FILING

7a2 61-C-1-D.

February 24, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim, in the amount of $130.59, which has been filed in the office of the Secretary of State by Paul E. Bonelli against the bond taken from Berke Brothers in connection with state highway contract No. 2436, Lytle Creek-Ochoco Creek Section of the Madras-Prineville Secondary Highway, in Crook County.

This is forwarded to you inasmuch as you appear surety on the bond furnished by Berke Brothers in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Berke Bros.
7923 N. E. Halsey
Portland, Oregon

DeSart

February 24, 1942

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of February 20, inclosing three copies each of notices of claim filed in your office by Paul E. Donelli against Contract No. 2424 with Harris Brothers and against Contract No. 2436, with Burke Bros.

In accordance with our usual practice we are today notifying the bonding companies and the contractors that the claims have been filed.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

NOTED
D. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

[illegible] 1942

February 10, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. [illegible]

There are enclosed for your information and files, three copies each of notices of claim by Paul E. Bonelli which were filed today:

Claim for $891.97 against the bond taken from [illegible] Brothers, principal, and United Pacific Insurance Company, surety, for work on contract No. [illegible];

Claim for $150.59 against the bond taken from [illegible] Bros., principal, and Great American Indemnity Company, surety, for work on contract No. [illegible]436.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
[illegible]

REFERRED TO [illegible]
BY SECRETARY

usual letter

COPY

To Oregon StateHighway Commission,

Salem, Oregon.

Notice is hereby given that the undersigned, Paul E Bonelli has a claim for work, labor and services performed and materials furnished as more fully appears from a statement thereof hereunto attached and made a part hereof, in the sum of $130.59 dollars against the bond taken from Berke Bros. Principal and Great American Indemnity Company, a corporation of New York, for the work of Berke Bros under their contract with the Oregon State Highway Commission for said work, labor and services performed and materials furnished unto their sub-contractor, Morris Brothers, on Contract No. 2436 on Lytile Creek-Ochoco Creek Section of Madras, Prineville Secondary Highway.

Dated this 18th day of February, 1942.

PAUL E. BONELLI

Paul E.Bonelli,

Prineville, Oregon.

Morris Brothers-Contractors
303 Hage Building
Seattle, Wash.
Re: Prineville-Madras Highway Job
Morris Brothers
Berke Bros.

Statement

PAUL E. BONELLI
For better homes
General building contracting
Prineville, Oregon

Date October 31, 1941

No Pieces	Kind			Price	Total
	Sheet No. 1				
	Item #1 CANAL WORK				
	Labor for week end'g June 14/41	157.48		338.26	
	" " " " " 21/41	180.78			
	As stipulated, costs for supervision on basis of 10%				33.83
	Equipment Rental				
1	1-½" Jager pump	1 week			7.50
1	7-S Jager Concrete Mixer	1 Week			22.50
6	Wheelbarrows	1 "			12.00
1	Wheelbarrow scales	1 "			6.00
8	Shovels and miscellaneous cement tools	1 "			3.00
1	3/4 T-HD Pick-up truck June 11/41	4 hrs.	@ .75		
	" " " " " 12/41	2 "			
	" " " " " 14/41	2 "			
	" " " " " 16/41	2 "			
	" " " " " 17/41	2 "			
		12 "	@ .75		9.00
	Item #2 SYPHON NO. 1				
	Labor for week end'g May 31/41	57.66			
	" " " " June 7/41	13.51		71.17	
	As stipulated, costs for supervision on basis of 10%				7.12
1	3½ S Concrete mixer, 4 wheelbarrows, shovels and misc. tools May 31/41	5 hrs.	@ $1.50		7.50

1	3/4 HD Pick-up Truck May 24/41	4 hrs.	
	" " " " " 26/41	1 "	
	" " " " " 28/41	1 hr.	
	" " " " June 4/41	1 "	
		7 " @ .75	5.25
	(Statement continued)		
	Berke Bros.		
	Balance brought forward		113.70
	Item # 3 SYPHON #2		
	Labor for week end'g June 28/41	56.36	
	As stipplated, costs for supervision on basis of 10%		5.64
1	3½ S Concrete mixer, 4 wheelbarrows, shovels and misc. tools June 25/41	4 hrs @ $1.50	6.00
1	3/4 T HD Pick-up truck June 23/41	1 hr.	
	" " " " " " 24/41	2 "	
	" " " " " " 25/41	4 "	
		7 " @ .75	5.25
	Total		130.59

Endorsed: File No. 3041
Filed Feb. 20, 1942
EARL SNELL, Secretary of State

RECEIVED
FEB 18 1942
FOR FILING

FAS 61-D-1

February 17, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have been informed today by Mr. Paul E. Sonelli, Prineville, Oregon, that he has a claim against Berke Brothers, as principal, and yourself, as surety, for material furnished to Norris Brothers, subcontractors on contract No. 2436, for grading and topping the Lytle Creek-Ochoco Creek Section of the Madras-Prineville Secondary Highway.

Claim letter filed on FAS 61-C

The amount of the claim was not stated in this affidavit.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

cc - Berke Brothers
7923 N. E. Halsey
Portland, Oregon

NOTED
D. DeSart

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FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 2

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

FAS-61-D-1

December 29, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 61-D (1), Lytle Creek-Ochoco Creek Section of the Warm Springs Highway ______, was made by a representative of this office on December 11, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

[illegible] 31 1941

Jon

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FAS-61-D-1

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon
January 2, 1942

Segregation of Quantities
Contract No. 2436

Mr. W. S. Hodge
Resident Highway Engineer
Madras, Oregon

Dear Sir:

Referring to your letter of December 26, in regard to nonparticipating items on the Lytle Creek-Ochoco Creek Section.

The railroad embankment, culverts, etc., which apply to the railroad grade are participating items.

The nonparticipating items consist of haul on the temporary fill across the railroad track, finishing roadbed and slopes, and the roadbed topping required for the temporary fill. The siphon pipe placed under price agreement No. 1 is also nonparticipating.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

✓

Dict. by R. Alvick/GS

cc Mr. W. E. Chandler

FORM E-30 30M 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Madras, Ore.
Dec. 26, 1941,.

Subject: Segregation of Quantities
Contract # 2436

To:

Mr. W. E. Chandler
Division Engineer
State Highway Commission
Bend, Ore.

Dear Sir:

A question has come up as to just exactly what items will be included in the non-participating part between Sta. 1301+10 and 1306+10, Lytle Creek Ochoco Creek Section.

The R. R. embankment, and culverts, etc. come between these stations but as I understand it these items are participating, I would say that all that is non-participating is the building of the temporary fill across the present R.R. track, however there might be a question on some of these items.

We had a siphon come within the area or stations above for which we had to get a Price Agreement. How about the siphon as to non-participating?

Very truly yours
W. S. Hodge
W. S. Hodge
Resident Engineer

S. H. Probert
Salem
Will you please advise
in more detail about your
letter of Sept 30-41 (to Mr. Hodge)
C

Salem, Oregon
September 30, 1941

Segregation of Quantities
Contract No. 2436

Mr. W. S. Hodge
Resident Highway Engineer
Madras, Oregon

Dear Sir:

When you prepare the semi-final estimate for the Lytle Creek-Ochoco Creek Section, Contract No. 2436, will you please list and subtotal seperately the quantities which apply on the following sections:

FAS 61-D (1) - Sta. 1250+70 to 1301+10 and
Sta. 1306+10 to 1368+85
FAS 61-C (1) - Sta. 1368+85 to 1465+75
State Project - Sta. 1301+10 to 1306+10

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/GS

cc Mr. W. E. Chandler

R

RECEIVED
DEC 23 1941
FOR FILING

FAS 61-D(1)

December 23, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

This is to advise that the reflectorized cross-buck signs required at Station 1303+26.6 of the Lytle Creek-Ochoco Creek Section of the Madras-Prineville Highway, Project FAS 61-D (1), are now installed.

In this connection, please refer to your letter dated October 14, 1941.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Salem, Oregon
October 17, 1941

Mr. W. E. Chandler
Highway Division Engineer
1290 Wall Street
Bend, Oregon

Dear Sir:

Before the PRA will final the Lytle Creek-Ochoco Creek Project on the Madras-Prineville Highway, it is necessary that reflectorized cross-buck and advance warning signs be in place at the grade crossing at Station 1309+26.

Please issue the required state force orders and arrange to have the signs installed.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to Mr. W. O. Widdows
Mr. E. G. Smith
Mr. W. E. Lynch

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 15 1941
STATE HIGHWAY COMMISSION

October 14, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Advice has been received that the contract for Oregon Federal Aid Secondary Project FAS 61-D (1), the Lytle Creek-Ochoco Creek Section of the Madras-Prineville Highway, was completed on September 20, 1941.

Referring to your letter dated January 22, 1941, the reflectorized cross-buck grade crossing signs required at the grade crossing at Sta. 1303+26.6 should be installed to complete the project for our acceptance.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

REFERRED TO
Mr. Probert
By Asst. Chief Engineer

RECEIVED
OCT 24 1941
~~FOR~~ FILING

FAS-61-B-1

October 21, 1941

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Prineville Undercrossing
FAS 61-B (1)

Reference is made to your letter of October 15 concerning plans for construction of the above-named undercrossing. This has not been scheduled on any grade separation, Federal aid, or state program. The matter will be presented to the Highway Commission for its discussion at the next meeting which is to be held on October 30.

Very truly yours,

R. H. Baldock
Chief Engineer

GSP CM
cc H. B. Glaisyer
G. S. Paxson

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 15, 1941

RECEIVED
OCT 16 1941
STATE H[illegible]ION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In view of the very bad sight condition created by construction of the approach fills for the future grade separation structure on Oregon Federal Aid Secondary Project No. FAS 61-D (1), the Lytle Creek-Ochoco Creek Section of the Madras-Prineville Highway, we have been requested to ascertain the Highway Commission's plans for the construction of this structure.

Early advice on this subject will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO RHB —
By Asst. State Highway Engineer

NOTED
State Highway Engineer

Form E-1—6M—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FAS-61-D-1

For Week Ending Sept. 27, 1941,. 19

Section Lytle Creek Ochoco Creek

Kind of work Grading & Topping

Highway Madras Prineville Secondary

Section prefix 107-1004

Contractor Berke. Bros.

Contract number 2436

Date of contract Mar. 26, 19 41

Date of completion Sept. 30, 19 41

Date work started Apr. 16, 19 41

Estimated date of completion Sept. 20, 19 41

Amount of contract . . . . $ 37,083.50

Per cent of time elapsed 98.7 %

Estimated cost of completed project, exclusive of engineering . . . . $ 38,180.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 2430.00, 6.55 %

Date project was completed Sept. 20, 19 41

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This contract was completed satisfactorily Sept. 20th.

There is a day or so of re-measuring work yet to do and the final quantities to compute and the semi-final estimate to get out which will take some time.

NOTED

SEP 29 1941

NOTED
E. M. BOOTH

Signed

Address Madras

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.24				
Miles partially completed	2.24				
Miles completed	2.24				
Total estimated quantities	133,000				
Estimated quantities moved or placed to date	133,000				
Average daily quantities	1,800				
Average daily quantities necessary to complete project on time	——				
Number shifts per day					
Hours per shift					
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday	"		

STATE PRINTING DEPT.

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SEP 12 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 12

RECEIVED
AUG 16 1941

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 61-D (1)
Lytle Creek-Ochoco Creek Section
Madras-Prineville Highway

August 15, 1941

FAS 61-D-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

Form P. R. 2 Nsg 4pr-11495

State Oregon

Federal Aid Secondary Project No. FAS 61-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of June, 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 13th day of February, 1940, a project statement, which was approved on the Sixth day of February, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 11th day of February 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-two thousand, two hundred forty and 00/100 dollars ($22,240.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State , Chapter 175, laws 1927, Chapter 51, laws 1929, Chapter [illegible] laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1250+70 in the NE¼, Section 16, T. 1½ S., R. 15 E., W.M. and survey station 1368+05 in the SW¼, Section 23, T. 1½ S., R. 15 E., W.M., the northerly end of Section C(1) of said project (excepting therefrom that portion between survey stations 1301+10 and 1306+10), length 2.142 miles, in Crook County, being Section D(1) of Oregon Federal Aid/ Secondary project No. FAS 61, consisting of 2.142 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of one mile in length~~.

RECEIVED
AUG 11 1941

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(1) of said project shall not in any event exceed the sum of twenty-two thousand, two hundred forty and 00/100 dollars ($22,240.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-six thousand, four hundred fifty-five and 65/100 dollars ($36,455.65), the approved total estimated cost of Section D(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter [illegible], laws [illegible] (Include reference to statute authorizing funds and probable amount annually available)

RECEIVED AUG 11 1941

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of AUG 2 - 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 61-B(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $36,455.65 as the total estimated cost of said project, and the sum of $22,240.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of .... one thousand nine hundred and AUG 2 - 1941

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RE[illegible]VED
JUN 25 1941
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATIO[illegible]

FAS 61-D-1

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 20 1941
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 61-D (1)
Lytle Creek-Ochoco Creek Sec.
Madras-Prineville Sec. Hwy.

June 19, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

RECEIVED
MAY 15 1941
FOR FILING

FA Sec 61-19-1

May 7, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Lytle Creek-Ochoco Creek Section, Project No. FAS 61-D (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

G. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 61-D (1)

LYTLE CREEK-OCHOCO CREEK SECTION OF THE MADRAS-PRINEVILLE SECONDARY HIGHWAY IN CROOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 28, 1941

Roadway (Sta. 1250+70 to 1301+10) (Sta. 1306+10 to 1368+85)

All Required		Clearing and Grubbing		$ 766.00
120	cu. yds.	Structural Excavation, Unclassified	$ 1.00	120.00
650	cu. yds.	Trench Excavation, Unclassified	1.00	650.00
130,000	cu. yds.	General Excavation, Unclassified	.12	15,600.00
540,000	yd. sta.	Short Overhaul	.005	2,700.00
27,700	6-yd.sta.	Long Overhaul	.20	5,540.00
8,000	lin. ft.	Rounding Cutbanks	.06	480.00
2.14	miles	Finishing Roadbed and Slopes	150.00	321.00
500	lin. ft	18" Corr. Metal Pipe	2.00	1,000.00
430	lin. ft.	24" Corr. Metal Pipe	3.00	1,290.00
70	lin. ft.	30" Corr. Metal Pipe	5.00	350.00
110	lin. ft.	24" Corr. Metal Siphon Pipe	3.75	412.50
130	lin. ft.	21" Arch Type Corr. Metal Pipe	3.50	455.00
80	lin. ft.	72" Arch Type Corr. Metal Pipe	15.00	1,200.00
6	cu. yds.	Concrete Pad Basins	30.00	180.00
70	lin. ft.	Salvaging Culvert Pipe	1.00	70.00
7,650	cu. yds.	Selected Roadbed Topping	.18	1,377.00
6,300	yd. mi.	Hauling Roadbed Topping	.10	630.00
			Subtotal	$ 33,141.50
			10% Engr. & Cont.	3,314.15
			Total	$ 36,455.65

Length of Roadway 2.142 miles
Cost per mile $ 17,019.44

FAS Funds- -	$ 22,240.00
State Funds- -	14,215.65
	$ 36,455.65

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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APR 24 1941
FOR FILING

FAS 61-B-1

April 21, 1941

Berke Bros.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2436, which was awarded to you on March 25, 1941, by the State Highway Commission, covering the Lytle Creek-Ochoco Creek Section of the Madras-Prineville Secondary Highway, in Crook County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
MAR [illegible] 1941
FOR FILING

61-B-1

March 27, 1941

Berke Bros.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2436, which was awarded to you by the State Highway Commission on March 25, 1941, covering grading and topping on the Lytle Creek-Ochoco Creek Section of the Madras-Prineville Secondary, in Crook County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workman's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

FAS 61-D-1

STANDARD TIME INDICATED
RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS
TO POSTAL TELEGRAPH

Postal Telegraph

Mackay Radio · All America Cables · Commercial Cables · Canadian Pacific Telegraphs

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRE OF THE MESSAGE. SYMBOLS DESIG ELECTED ARE OUTLINED IN TARIFFS ON HAND AT EACH OFFICE AND FILE WITH REGULATORY AUTHORITIES.

(29).

Form 16

R38 24 GOVT=NX PORTLAND ORE 25 220P 1941 MAR 25 PM 2 33

R H BALDOCK=
STATE HIGHWAY ENGINEER SALEM ORE=

RETEL TODAY WE HEREBY CONCUR IN AWARD CONTRACT ON FAS 61-C(1) AND 61-D(1). LYTLE CREEK OCHOCO CREEK TO BERKE BROS=

ANDREWS.

FAS 61-C(1) 61-D(1).

MARCH 25, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

ACQUISITION RIGHTS OF WAY FOR LYTLE CREEK OCHOCO CREEK PROJECT NOW COMPLETED STOP REQUEST YOUR CONCURRENCE IN AWARD OF CONTRACT TODAY TO BERKE BROS. OF PORTLAND

R. H. BALDOCK

Charge to the account of ______________________ $ __________

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☐	ORDINARY	☐
DAY LETTER	☒	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
NIGHT LETTER	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MARCH 25, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

ACQUISITION RIGHTS OF WAY FOR LYTLE CREEK OCHOCO CREEK PROJECT NOW COMPLETED STOP REQUEST YOUR CONCURRENCE IN AWARD OF CONTRACT TODAY TO BERKE BROS. OF PORTLAND

R. H. BALDOCK

FAS 61-D-1

RECEIVED
JUL 19 1941
FOR

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 11, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Secondary Highway Project No. FAS 61-D (1), the Lytle Creek-Ochoco Creek Section of the Madras-Prineville Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award will be withheld until the right of way is all secured.

The amount of Federal Aid Secondary funds requested has been reduced on the estimate to $21,091.60 to avoid exceeding the limitation of 35.176% permitted to be allotted to projects on the state system.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

February 7, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of February 5, 1941, concerning the use of arch type corrugated metal culverts on the Lytle Creek-Ochoco Creek Section, Project No. FAS 61-D (1).

All of these culverts were specified because of restricted vertical clearance.

Replacement of the 72-inch culvert at Sta. 1300+60 by circular culverts, due to restricted clearance, would require two 42-inch circular metal culverts to provide an equivalent water way area. The estimated cost for this size culvert is $8.00 per lineal foot, and the required double installation would cost $16.00 per lineal foot.

The estimated cost of an equivalent concrete box culvert is as follows:

0.51 cu. yds. Concrete per lin. ft. at	$25.00	$12.75
60 lbs. Metal Reinf. " " " "	0.06	3.60
Estimated Cost per lin. ft. ...		$16.35

The use of the 21-inch arch type culverts at Stations 1311, 1348 and 1354 are necessary on account of the restricted clearance not permitting the use of circular 18-inch culverts at those points, and it is the customary practice to not use culverts smaller than 18 inches.

The 52-inch arch type culvert on the exception to the project will be deleted in the agreement estimate.

The correct size of the culvert at Station 1335 is 24 inches, as indicated on the profile.

In accord with the request contained in the last paragraph of your letter, we are enclosing test reports of materials from the prospective sources of the gravel surfacing.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 5, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In reviewing the plans for Oregon Federal Aid Secondary Project No. FAS 61-D (1), the Lytle Creek-Ochoco Creek Section of the Madras-Prineville Highway, it is noted that arch type pipe culverts are specified as follows:

72" pipe at Station 1300+60
52" pipe at R. R. Station 239+96
21" pipe at Station 1311
21" pipe at Station 1348
21" pipe at Station 1354

Present instructions from our Washington Office require a showing of economy for each installation of this type of pipe. Since the 52" pipe is on the exception to the project, it appears to be an ineligible item and will necessarily be deleted from the estimate. It is also noted the culvert is shown as 48" on the plans and 52" on the profile. We will hold the P.S.& E. papers for your comparative cost analysis justifying the other arch type pipes.

The 12" pipe at Station 1335 should be increased to 18" to conform to usual practice.

Please furnish test reports for the gravel to be used for the select roadbed topping.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

January 31, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way statement and three copies of form PR 46 showing material requirements for the Lytle Creek-Ochoco Creek Section, Project No. FAS 61-D (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 61-D (1)

LYTLE CREEK-OCHOCO CREEK SECTION OF THE

MADRAS-PRINEVILLE SECONDARY HIGHWAY IN CROOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 31, 1941

Roadway (Sta. 1250+70 to 1301+10) (Sta. 1306+10 to 1368+85)

All Required		Clearing and Grubbing		$ 200.00
120	cu. yds.	Structural Excavation, Unclassified	$ 1.00	120.00
650	cu. yds.	Trench Excavation, Unclassified	1.00	650.00
130,000	cu. yds.	General Excavation, Unclassified	.18	23,400.00
540,000	yd. sta.	Short Overhaul	.008	4,320.00
27,700	C-yd.sta.	Long Overhaul	.30	8,310.00
8,000	lin. ft.	Rounding Cutbanks	.10	800.00
2.14	miles	Finishing Roadbed and Slopes	200.00	428.00
500	lin. ft.	18" Corr. Metal Pipe	2.00	1,000.00
430	lin. ft.	24" Corr. Metal Pipe	3.00	1,290.00
70	lin. ft.	30" Corr. Metal Pipe	4.00	280.00
110	lin. ft.	24" Corr. Metal Siphon Pipe	3.50	385.00
130	lin. ft.	21" Arch Type Corr. Metal Pipe	3.00	390.00
80	lin. ft.	52" Arch Type Corr. Metal Pipe	8.00	640.00
80	lin. ft.	72" Arch Type Corr. Metal Pipe	15.00	1,200.00
6	cu. yds.	Concrete End Basins	25.00	150.00
70	lin. ft.	Salvaging Culvert Pipe	.80	56.00
7,650	cu. yds.	Selected Roadbed Topping	.18	1,377.00
6,300	yd. mi.	Hauling Roadbed Topping	.12	756.00
			Subtotal	$ 45,752.00
			10% Engr. & Cont.	4,575.20
			Total	$ 50,327.20

Length of Roadway 2.142 miles
Cost per mile $ 23,495.42

FAS Funds- $ 24,000.00
State Funds- 26,327.20

$ 50,327.20

PR 46

Roadway (Lytle Cr.-Ochoco Cr. Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 1, 1941

State Oregon

Completion Date (Est.) Sept. 30, 1941

Project No. FAS 61-D (1)

Estimated Total Cost Roadway $ 50,327.20

Length: Miles 2,142

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	10	6	Metal culvert pipe	Lb.	41,000
2	Aggregates	Cy.	10	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	.6	10	Explosives	Lb.	
5	Timber piling	Lft.					

LYTLE CREEK-OCHOCO CREEK SECTION

PROJECT NO. FAS 61-D (1)

While negotiations for right of way are under way, six parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be fully acquired within twenty-five days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

January 31, 1941

RECEIVED
JUL 16 1941
FOR FILING

FAS 61-D-1

January 29, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

This is to advise that, in connection with the Lytle Creek-Ochoco Creek Project, Project FAS 61-D (1), we will install, at state expense, the reflectorized cross-buck grade crossing signs and the reflectorized advance warning signs required at the grade crossing at Station 1303+86.6.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:EB

CONTRACT#2437

29-1032 Donaldson Creek-Mills Bridge &
McNamara Camp-Washburn Sec.

#2437 Wilson River Highway. 1941

RECEIVED
MAR 9 1942
FOR FILING

29-1032

March 7, 1942

Great American Indemnity Company
C. A. Tomassene, Resident Agent
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2437 for work on the Donaldson Creek-Mills Bridge and McNamara Camp Sections of the Wilson River Highway, in Tillamook and Washington Counties, has been completed by the contractor, Roy L. Houck, and that final settlement will be made on or after March 17, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $130,025.71, including final payment, and that no force account work was performed therein. This contract was completed on October 15 and was accepted by the State Highway Commission on November 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
D. DeSart

R. H. BALDOCK

29-1032

February 27th, 1942

FINAL COST ANALYSIS

Contract No. 2437 Donaldson Cr.-Mills Bridge & McNamara Camp-Washburn Prefix 29-1032
Wilson River Highway

Roy L. Houck, Contractor J. H. Scott, Resident Engineer

RECEIVED
MAR 5 1942
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NOTED
Highway Engineer

Item	Total Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
2½"-1½" Rock in Base	$26,625.79	23,152.36	Tons	$1.15	$1.00	$23,152.36
3/4"-0" " " "	18,395.76	15,995.96	"	1.15	1.00	15,995.96
3/4"-0" " " Shoulder	5,242.68	4,558.76	"	1.15	1.00	4,558.76
Sprinkling	977.86	913	M-Gal.	1.07	1.50	1,369.50
3/4"-½" Cr. Mat'l in S.P.	1,371.14	986.1	Cu. Yd.	1.39	0.90	887.49
½"-¼" " " " "	1,351.67	972.1	" "	1.39	0.90	874.89
¼"-0" " " " "	556.19	400	" "	1.39	0.90	360.00
*Preparation of Base	1,431.00	14.31	Mile	100.00	100.00	1,431.00
**Furnish & Place Aggregate	37,453.19	19,869.0395	Tons	1.885	1.80	35,764.27
*Furnish & Place RT-8 Tar	25,355.84	1,491.52	"	17.00	17.00	25,355.84
Screen Rejects	18.83	75.3	Cu. Yd.	0.25	0.25	18.83
Haul Screen Rejects	2.64	33	Yd. Mi.	0.08	0.08	2.64
PA #1, Furnish & Place 1½"-0" Rock	7,093.74	6,168.335	Tons	1.15	1.00	6,168.34
PA #2, Furnish & Place 4"-0" Rock	7,157.27	2,940	Cu. Yd.	2.43	3.00	8,820.00
PA #3, 3/4"-½" Material in Stockpile	593.57	447.8	" "	1.33	0.90	403.02
½"-¼" Mat'l in S.P.	535.92	404.3	" "	1.33	0.90	363.87
Rejects in Stockpile	115.55	462.2	" "	0.25	0.25	115.55
Haul Mat'l to S.P.	604.36	7,391.9	Yd. Mi.	0.082	0.08	591.35
PA #4, 3/4"-0" Material in Stockpile	2,947.21	2,262.9	Cu. Yd.	1.302	0.85	1,923.47
¼"-0" Mat'l in S.P.	288.10	1,152.4	" "	0.25	0.25	288.10
Haul Rejects	9.22	115.2	Yd. Mi.	0.08	0.08	9.22
*PA #5, Purch. Cr. Gravel in S.P.	1,443.09	949.4	Cu. Yd.	1.52	1.52	1,443.09
	$139,570.62					$129,897.55

Final Cost Analysis Contract No. 2437

Total Cost	$139,570.62
Gross Revenue	129,897.55
Net Loss	$9,673.07

Net Loss Equals 7.45% of Gross Revenue

* Sub-Contracted to Babler Bros.
** Babler placed the aggregate for $0.80 per ton.

Donaldson Crk.-Mills Bridge & McNamers Camp-Washburn

Details of Cost

Labor:			
Supervision		$1,168.00	
Labor		32,100.23	
State Industrial Accident Insurance		3.178.97	
Unemployment Insurance		1,333.29	
Social Security		331.72	
			$38,112.21
Miscellaneous:			
Equipment Rental & Repairs		$29,569.98	
Hired Equipment		3,150.00	
Gas, Oil and Grease		12,179.31	
Explosives		3,216.25	
Freight & Cartage		615.10	
Lumber		895.31	
Hardware		1,362.68	
Small Tools & Misc. Supplies		2,926.40	
Office Supplies		82.26	
Home Office & General Overhead		2,210.86	
Bond		1,125.10	
			57,333.25
Sub-Contractor - Babler Bros.:			
Preparation of Base	14.31 Miles at $100.00	$1,431.00	
Place Aggregates	19,869.0395 Tons " 0.80	15,895.23	
Fur. & Place RT-8 Tar	1,491.52 " " 17.00	25,355.84	
Purch. Cr. Gravel in Stockpile	949.4 Cu. Yd. at 1.52	1,443.09	
			44,125.16
	Total Cost		$139,570.62

Cost Analysis of Crushing Operations

Base Rock		
2½"-1½" Rock in Base	23,152.36	Tons
3/4"-0 " " "	15,995.96	"
3/4"-0 " " Shoulder	4,558.76	"
1½" " " Lev. Course	6,168.335	"
4"-0 " " Subbase	2,940.00	Cu. Yd.
	53,550.415	Tons or
	42,840.332	Cu. Yd.

Oil Rock		
Stockpile Rock	2,358.2	Cu. Yd.
Mineral Aggregate	19,869.0395	Tons
Extra S.P. Rock	4,729.6	Cu. Yd.
Screen Rejects	75.3	" "
	28,822.915	Tons
	or 23,058.332	C.Y.

	Cost	Quantity	Unit Cost	Cost	Quantity	Unit Cost
Plant Set Up	$3,392.90	53,550.415 Tons	$0.0634	$1,826.94	28,822.915 Tons	$0.0634
Drill & Shoot	4,614.88	" "	0.0862	2,484.93	" "	0.0862
Load in Quarry	6,664.16	" "	0.1244	3,774.11	" "	0.1309
Haul to Crusher	3,495.30	" "	0.0652	2,169.69	" "	0.0754
Crushing	12,572.50	" "	0.2348	8,432.06	" "	0.2925
Proratables	5,188.87	" "	0.0969	3,154.49	" "	0.1094
Cost in Bunker (Ton)	$35,928.61	53,550.415 Tons	$0.6709	$21,842.22	28,822.915 Tons	$0.7578
Cost in Bunker (Cu. Yd.)	$35,928.61	42,840.332 C.Y.	$0.8387	$21,842.22	23,058.332 C.Y.	$0.9473

Conversion Factor: 1 cu. yd. = 1.25 Tons

Construction of the crushing plant was started June 16th, 1941 and completed July 10th. The shovel was used during this period to build a rock ramp from the floor of the quarry to the plant feeder. Drilling and shooting was done by the down-hole method with the use of one 315 cu. ft. diesel compressor and three jackhammers. The material was loaded in the quarry by a Lorain diesel 1½ cu. yd. shovel and hauled an average distance of 150 feet to the plant by two 1½-ton trucks. The crushing plant consisted of a roll feeder, a 24" x 36" Universal jaw crusher, two 36" Traylor gyratory crushers, one 4 x 10, one 3 x 10 and one 4 x 8 Simplicy triple-deck vibratory screen, and 632 feet of conveyor belt. Power for the plant was supplied by 3 D-8 caterpillar tractors equipped with generators which operated thirteen electric motors of various sizes ranging from 75 h.p. to 3/4 h.p. The plant operated 1,500 hours to produce 65,898.662 cubic yards of base and oil rock for an average rate of 44 cubic yards per hour. Of this total, 7,744.9 cubic yards were produced under a price agreement.

All the equipment was in excellent condition, so very little time was lost due to breakdown. Inclement weather, however, did cause some delay.

Donaldson Creek-Mills Bridge & McNamers Camp-Washburn Sections
Contract No. 2437

Remarks:

This was a "State Project" and consisted of the construction of 14.21 miles of crushed rock base, 15.22 miles of bituminous macadam wearing surface and furnishing approximately 2,000 cubic yards of crushed rock in stockpiles. The contract was awarded March 25th, 1941. Work was started June 16th, 1941 and completed October 14th, 1941.

Due to the late completion date of the W.P.A. work on the Donaldson Creek-Mills Bridge Section of this contract, it was decided to do the work by state force work during the summer of 1942. The contractor did, however, furnish 2,940 cubic yards of 4" - 0 subbase rock and 949.4 cubic yards of crushed gravel in stockpile on this section. Both these items were done by price agreement.

Since the preparation of base and the oiling were done by subcontract, the contractor's street work consisted mainly of placing rock base and shoulders and stockpiling maintenance rock and mineral aggregate. For this work the contractor used one caterpillar diesel 12-foot motor patrol, one three-wheel, 10-Ton roller, and from eight to seventeen 1½-ton trucks.

The street work was handled in an efficient manner, and progress was good. The contractor suffered a loss on his rock items, however, due to the high cost of producing the rock. The shooting, loading and haul to plant were efficiently handled, so the high cost of the rock in the bunker can be laid to high cost of set-up, costly power unit, low production for the size of the plant and low bid prices.

The sub-contracted items were handled by Babler Brothers at bid prices.

E. H. Clymer
Cost Analyst

By . . K. W. Mathews

RECEIVED
JAN 21 1942
FOR FILING

29-1032

January 21, 1942

Great American Indemnity Company
C. A. Tomassene
Wilcox Building
Portland, Oregon

Gentlemen:

We have today been informed through the office of the Secretary of State that the claims of Helser Machine and Marine Works, Inc., against Roy L. Houck as principal and yourself as surety, for services rendered on contract No. 2396, for grading and paving Scappoose-Multnomah County Line Section of the Columbia River Highway, and contract No. 2437, for surfacing and oiling the Donaldson Creek-Mills Bridge and Mcnamars Camp Section of the Wilson River Highway, have been satisfied.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

cc - Roy L. Houck
Ladd & Bush Bank Bldg.,
Salem, Oregon

copies of advice from
Snell filed in
27-4

RECEIVED
JAN 15 1942
FOR FILING

29-1032

January 14, 1942

Great American Indemnity Company
C. A. Tomassene
Wilcox Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Roy L. Houck, on contract No. 2437, covering surfacing and oiling on the Donaldson Creek-Mills Bridge and Mc-Namara Camp Sections of the Wilson River Highway, in Tillamook and Washington County. This payment, in the amount of $7,772.91, will be made on or after January 24, 1942. The retained percentage is $3,896.93.

There is a claim filed against this project, of which you have been previously notified, aggregating $68.40.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D DeSart

R

RECEIVED
DEC 17 1941
FOR FILING

27-1032

December 16, 1941

Roy L. Houck
212 U. S. National Bank Bldg.,
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 17, 1941, granted you the extension of time requested from September 30 to October 15, 1941, without penalty, in connection with contract No. 2437, for surfacing and construction of bituminous macadam on the Donaldson Creek-Mills Bridge and McNamara Camp-Washburn Sections of the Wilson River Highway, in Tillamook and Washington Counties.

Very truly yours,

STATE HIGHWAY COMMISSION

By

HR Secretary

cc: F. D. Bacon

R

RECEIVED
DEC - 6 1941
FOR FILING

29-1037

MEMO

December 4, 1941

Correspondence regarding claim of

Helser Machine & Marine Works, Inc.,

for $68.40, filed on Contract No.

2396 -

FA 27-4

H. G. Smith

Form E-1-6M-4-41

NOTED
Asst. State Highway Engineer

R

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 18th, 19 41

Section Donaldson Creek-Washburn	*Kind of work* surfacing and oil
Highway Wilson River	*Section prefix* 29-1032 State
Contractor Roy L.Houck	*Contract number* 2437
Date of contract March 25th, 19 41	*Date of completion* September 30th, 19 41
Date work started April 4th, 19 41	*Estimated date of completion* ......, 19......
Amount of contract $ 112510.00	*Per cent of time elapsed* 100 plus %

Estimated cost of completed project, exclusive of engineering $......

Per cent of contract completed, based on total contract price ......%

Engineering cost to date, $ 3080.30, 3.7 % *Date project was completed* October 15th, 19 41

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Shoulder rock put on over the week end on all of the road which was ready. Blading and rolling on shoulders completed Wednesday night. Contractor tearing down plant and moving out. Mr Eason, Division Engineer, over the job Tuesday and instructed to final the job out taking the 3/4"-0 shoulder rock in stock pile which WPA will put on when shouders are ready. Also to make price agreement for rock for mineral aggregate for the Mills Bridge-West section and oiling would be done by state forces next summer.

Work being done checking books etc and some of the men taking exchange time due them.

NOTED

NOTED
RAY WEBBER

NOTED
H. G. SMITH

NOTED
E. M. [illegible]

RECEIVED
OCT 21 1941
OFFICE OF
DIVISION ENGINEER

OCT 21 1941

NOTED
VAN SCOY

Signed J.H.Scott

Address Nehalem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				15.22	
Miles partially completed				x15.1.0	
Miles completed				14.22	
Total estimated quantities			3000	60770	
Estimated quantities moved or placed to date			3000	60770	
Average daily quantities				completed	
Average daily quantities necessary to complete project on time					
Number shifts per day				x2 1	
Hours per shift				8	
Average force on project for week				30	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., 9 trucks, ..., ...

Oct	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 12	fair		
Monday 13	"		
Tuesday 14	"		
Wednesday 15	"		
Thursday 16	rain		
Friday 17	fair		
Saturday 18	"		

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(23)

5H

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter

NT = Overnight Telegram

LC = Deferred Cable

NLT = Cable Night Letter

Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PM 5 26

NC178 90 DL=SALEM ORG 2 1159A

R H BALDOCK=
STATLER HOTEL DET=

MUD CONDITIONS HAVE DEVELOPED ON MILLS BRIDGE SECTION OF WILSON RIVER HIGHWAY WHICH WOULD REQUIRE WPA SEVERAL WEEKS TO CORRECT STOP ACCORDINGLY SMITH HAS ARRANGED WITH HOUCK TO PLACE 2,000 YARDS FOUR INCH ROCK AT THREE DOLLARS INCLUDING 28 MILE HAUL STOP DELIVERIES WILL START MONDAY AND BE COMPLETED IN FOUR DAYS STOP GRIFFITH CONTENDS EMPLOYMENT OF CONTRACTOR NOT NECESSARY BUT SMITH AND EASON SAY HOUCK'S ROCK REQUIRED IN ADDITION TO ALL WPA CAN PRODUCE STOP WIRE IF YOU HAVE OBJECTION STOP HOUCKS' OILING CONTRACT COMPLETED BY END OF WEEK=

PROBERT.

NOTED
(State Highway Engineer)

WPA 2,000 WPA.

BQ C178

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

D. G. DeSart

RECEIVED
APR 9 1941
FOR FILING

29-1022

April 9, 1941

Mr. Roy L. Houck
212 U. S. National Bank Building
Salem, Oregon

Dear Sir:

We hand you herewith a fully executed copy of Contract No. 2437 which was awarded to you by the State Highway Commission on March 25, 1941, covering the surfacing and bituminous macadamizing of the Donaldson Creek-Mills Bridge and McNamers Camp-Washburn Sections of the Wilson River Highway, in Tillamook and Washington Counties.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DOD:mbl

NOTED
D. G. DeSart

RECEIVED
MAR 31 1941
FOR FILING

29-1032

March 27, 1941

Mr. Roy L. Houck
Pioneer Trust Building
Salem, Oregon

Dear Sir:

We are handing you, herewith, four copies of contract No. 2437, which was awarded to you by the State Highway Commission on March 25, 1941, for surfacing and oiling the Donaldson Creek-Mills Bridge and McNamara Camp-Washburn Sections of the Wilson River Highway in Tillamook and Washington Counties.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
JUL 15 1941
FOR FILING

29-1032

March 25, 1941

Mr. Roy L. Houck
212 U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

Confirming my telephone conversation with you of this date, the State Highway Commission has today awarded to you the contract for 14.21 miles surfacing and 15.22 miles oiling on the Donaldson Creek-Mills Bridge and McNamara Camp-Washburn Sections of the Wilson River Highway, in Tillamook and Washington Counties. This award was based on your low bid of $112,510.00, using tar, submitted on February 27, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert
G. S. Paxson

CONTRACT#2438

125-1009 Gilliam Co. Line-Zinter Ranch Sec.
Wasco-Heppner Secondary

RECEIVED
FEB 24 1942
FOR FILING

125-1009

February 21, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison Street
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of February 17, you are advised that Contract No. 2438, with N. L. O'Neil and Son, was completed on October 28, 1941, and was accepted by the State Highway Commission on December 16, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D DeSart

RECEIVED
FEB 19 1942
FOR FILING

125-1009.

February 18, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Company
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2438 for work on the Gilliam County Line-Zinter Ranch Section of the Wasco-Heppner Secondary Highway, in Morrow County, has been completed by the contractor, M. O. O'Neil and Son, and that final payment will be made on or after February 28, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $48,303.15, including final payment, and that no force account work was performed therein. This contract was completed on October 28, 1941, and accepted by the Commission December 18, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD/mm

Secretary

RECEIVED
FEB 5 1942
FOR FILING

125-1009

February 5, 1942

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 18, 1941, granted you the extension of time requested, from August 31 to October 28, 1941, without penalty, in connection with state highway contract No. 2438 for grading, topping and bridge construction on the Gilliam County Line-Zinter Ranch Section of the Wasco-Heppner Secondary Highway, in Morrow County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. Paul Van Scoy

R.H. Baldo

125-1009

nuary 13th, 1942

R

Semi-Final Cost Analysis

Gilliam Co. Line-Zinter Ranch
Contract No. 2438 Grading, Topping & Bridges
M. L. O'Neil & Son, Contractors
E. G. Bickmore, Resident Engineer

Wasco-Heppner Secondary
Prefix #125-1009

RECEIVED
JAN 20 1942
FOR FILING

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clear & Grub	$93.22		All	$93.22	$400.00	$400.00
Trench Exc., Unclass.	339.64	418.8	Cu. Yd.	0.81	1.00	418.80
General " ., Common	6,360.93	57,936.7	" "	0.11	0.15	8,690.51
" " ., Solid Rock	22,127.84	40,059.0	" "	0.55	0.53	21,231.27
Overhaul	769.32	98,712.0	Yd. Sta.	0.008	0.005	493.56
Truck Haul	851.73	5,173.2	Yd. Mi.	0.165	0.08	413.86
Rounding Cutbanks	978.82	26,503	Lin. Ft.	0.037	0.05	1,325.15
Finishing Roadbed & Slopes	1,938.46	6.92	Mile	280.12	150.00	1,038.00
18" Concrete Pipe	2,552.34	1,173	Lin. Ft.	2.18	1.95	2,287.35
24" " "	329.84	111	" "	2.97	2.65	294.15
36" " "	341.20	51	" "	6.69	6.00	306.00
48" Corr. Metal Pipe	2,209.16	236	" "	9.36	8.65	2,041.40
*Struct. Exc., Unclass.	747.20	747.2	Cu. Yd.	1.00	1.00	747.20
*Untreated Lumber	3,383.25	45.11	M-FBM	75.00	75.00	3,383.25
*Trestle Superstructure	2,212.00	158	Lin. Ft.	14.00	14.00	2,212.00
*Class "B" Concrete	845.70	28.19	Cu. Yd.	30.00	30.00	845.70
Selected Roadbed Topping	1,389.16	6,851.2	" "	0.20	0.18	1,233.22
Hauling Roadbed Topping	708.43	8,946	Yd. Mi.	0.08	0.10	894.60
	$48,178.24					$48,256.02

* Work done by Birkemeier & Saremal

Gross Revenue	$48,256.02
Total Cost	48,178.24
Net Profit	$77.78

Net Profit Equals 0.0% of Gross Revenue

NOTED
State Highway Engineer

Gilliam County Line-Zinter Ranch

Detail of Cost to M. L. O'Neil & Son

Labor:

Supervision	$2,560.23	
Labor	9,062.76	
State Industrial Accident Insurance	348.69	
Social Security & Unemployment Insurance	581.15	
		$12,552.83

Materials:

18" Concrete Pipe	1,173	lin. ft. at	$1.62	$1,900.26	
24" " "	111	" " "	2.15	238.65	
36" " "	51	" " "	5.00	255.00	
48" Corr. Iron Pipe	236	" " "	6.95	1,640.06	
48" " " " Bands	8	each "	6.54	52.02	
Lumber	240	Bd. Ft. at	$20.00 per 1000Bd. Ft.	4.80	
					4,090.79

Miscellaneous:

Equipment Rental (Incl. Repairs)	$15,045.50	
Gas, Oil & Grease	3,006.20	
Freight & Cartage	266.36	
Powder	3,829.30	
Bits & Drill Steel	531.57	
Small Tools & Misc. Supplies	604.70	
P.U.C.	86.88	
Home Office & Overhead	477.00	
Bond	498.96	
		24,346.47

Sub-Contracted to Birkemeier & Saremal:

Struct. Excavation	747.2	cu. yd. at	$1.00	$747.20	
Untreated Lumber	45.11	M-FBM "	75.00	3,383.25	
Trestle Superstructure	158	lin. ft "	14.00	2,212.00	
Class "B" Concrete	28.19	cu. yd. "	30.00	845.70	
					7,188.15
					$48,178.24

Final Cost Analysis

Gilliam Co. Line-Zinter Ranch Bridge   Birkemeier & Saremal

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Struct. Excavation	$710.21	747.2 Cu. Yd.	$0.95	$1.00	$747.20
Untreated Lumber	3,138.77	45.11 M-FBM	69.58	75.00	3,383.25
Trestle Superstructure	1,849.23	158 Lin. Ft.	11.70	14.00	2,212.00
Class "B" Concrete	812.64	28.19 Cu. Yd.	28.83	30.00	845.70
	$6,510.85				$7,188.15

Gross Revenue	$7,188.15
Total Cost	6,510.85
Net Profit	$677.30

Net Profit Equals 9.4% of Gross Revenue

Gilliam County Line-Zinter Ranch Section

Detail of Cost

Labor:			
Labor		$1,506.67	
State Industrial Accident Insurance		54.24	
Social Security & Unemployment Insurance		75.33	
			$1,636.24
Materials:			
Sand & Crushed Rock	52 cu. yd. at $5.95	$303.00	
Cement	50 bbl. " 2.93	146.50	
Hardware		245.86	
Paint, Creosote & Misc.		143.79	
Lumber		2,685.00	
			3,524.15
Miscellaneous:			
Equipment Rental (Includes Repairs)		$408.00	
Gas, Oil & Grease		180.00	
Freight on Lumber		549.12	
Freight & Cartage		14.36	
Small Tools, Supplies & Misc.		55.22	
Home Office & Overhead		143.76	
			1,350.46
			$6,510.85

Gilliam Co. Line-Zinter Ranch

REMARKS:

This was a "State Project" contract and consisted of the grading and topping of 6.92 miles of roadway and the construction of two untreated timber bridges. The contract was let February 28th, 1941, the contractor moved in on the job May 25th and finished October 28th.

All excavated materials were moved with RD-8 cats and 13 cu. yd. LeTourneaus. Four outfits on the job part of the time, but the average equipment consisted of one RD-8 and dozer, two RD-8's and LeTourneaus, one 210 compressor mounted on a truck, one 315 compressor and one pick-up. Two 8 cu. yd. Tournapulls were on the job and were used for roadbed topping.

Common excavation was moved easily, but hauling costs were high due to the extreme lightness of the material moved. Dust conditions were very bad, and considerable time was lost due to this factor.

Solid excavation was held up considerably due to the fact that the contractor could not drill and shoot fast enough to keep ahead of the grading equipment, and some down time was experienced.

Skilled labor was brought in by the contractor, but common labor was a very inferior grade due to the remoteness of the job to any town. Supervision was only fair, and some savings could have been made if the contractor had spent more time on the job.

The two bridges were sub-let to Birkemeier & Saremal. Considerable time was lost because timber orders were held up at the mills, and deliveries were uncertain. Also, a waterspout caused some damage to the bridges and washed lumber and timbers from one bridge for a distance of 15 miles from the project.

Good supervision and a very small payroll tended to hold the costs of the job down, and a fair profit was made on the bridges.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
DEC 19 1941
FOR FILING

125-1009

December 19, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Co.,
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. L. O'Neil & Son, on contract No. 2438, covering 6.92 miles of grading and topping, and the construction of two bridges on the Gilliam County Line-Zinter Ranch Section of the Wasco-Heppner Secondary Highway, in Morrow County. This payment, in the amount of $1,519.91, will be made on or after December 29, 1941. The retained [redacted] is $2,500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims, should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

KK

NOTED
D. G. DeSart

Form E-1—5M—10-40

1R

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 25, 1941, 19

Section Gilliam Co. Line-Zinter Ranch

Kind of work Grading & Surfacing

Highway Wasco-Heppner

Section prefix 125-1009

Contractor M. L. O'Neal & Son

Contract number 2438

Date of contract March 25, 1941, 19

Date of completion Aug 31 1941, 19

Date work started May 25, 1941, 19

Estimated date of completion Oct 31 1941, 19

Amount of contract $ 49,896.50

Per cent of time elapsed 127 %

Estimated cost of completed project, exclusive of engineering $ 49,896.50

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 4,600.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

A ll the grading and structual work has been completed, the surfacing material has been hauled and only a little blading and triming of fill slopes remains to be done. It is estimated that the project will be complete by tuesday of next week.

NOTED
H. N. HACKETT

RAY WEBBER

NOTED
E. G. SMITH

OCT 27 1941

NOTED
VAN SCOY

NOTED
E. M. BOOTH

Signed E G Bickmore

Address Arlington

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	Copy Etc	Copy Etc			
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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APR 8 1941
FOR FILING

125-1009

April 7, 1941

E. L. O'Neil & Son
Stanfield, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2438, which was awarded to you on March 25, 1941, by the State Highway Commission, covering grading, topping and bridges, on the Gilliam County Line-Zinter Ranch Section of the Wasco-Heppner Secondary, in Morrow County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

BS

Secretary

RECEIVED
JUL 15 1941
FOR FILING

125-1009

March 25, 1941

M. L. O'Neil & Son
Stanfield, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 6.92 miles grading and topping and construction of two untreated timber bridges on the Gilliam County Line-Zinter Ranch Section of the Wasco-Heppner Secondary Highway, in Morrow County. This award was based on your low bid of $49,896.50 submitted on February 28, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert
G. S. Paxson

DESIRED

ESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON MARCH 25 1941

N L O'NEIL & SON
STANFIELD OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING, TOPPING AND BRIDGE CONSTRUCTION ON GILLIAM COUNTY LINE-ZINTER RANCH SECTION OF WASCO-HEPPNER SECONDARY HIGHWAY BASED ON YOUR LOW BID SUBMITTED FEBRUARY 28 1941. CONTRACT FORMS FOLLOW SHORTLY.

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File

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records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
MAR 31 1941
FOR FIL

125-1009

March 26, 1941

M. L. O'Neil & Son
Stanfield, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2438 which was awarded to you by the State Highway Commission on March 25, 1941, for 6.92 miles grading and topping, and bridges, on the Gilliam County Line-Zinter Ranch Section of the Wasco-Heppner Secondary Highway, in Morrow County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

FORM E-90 REVISED 25M 9-40

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JAN 20 1941
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Const
Projects
Bridges

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1941

Subject: Dry Creek Bridges on
the Zinter Ranch-Gilliam
County Line Section

To:
Mr. H. G. Smith
Construction Engineer
Office

125-1009

Dear Sir:

The cost of the two bridges over the West Fork and East Fork of Dry Creek on the Wasco-Heppner Secondary Highway will be approximately $3,000 each. This is based on three 25-foot timber spans at each place using untreated timber.

The Public Roads Administration will not cooperate in the cost of these structures; however, they will permit us to build untreated structures under the same contract as nonreimbursable items. This procedure has been agreed to by Mr. Baldock.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
cc C. B. McCullough ✓

NOTED
C. B. McCullough

CONTRACT# [redacted] 2439

25-1010 Jones Hill-Lena Section
Heppner Highway 1941

#2439

R. H. Baldock

25-1010

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JUN 1 1942
FOR FILING

May 5th, 1942

FINAL COST ANALYSIS

~~Jones Hill-Lena Section~~
Contract 2439 R. O. Dale & Warren Bros., Contractors
E. G. Bickmore, Resident Engineer

Heppner Highway
Prefix 25-1010

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
General Excavation, Unclassified	$499.26	919.2	Cu. Yd.	$0.54	$0.40	$367.68
Short Overhaul	2.96	24	Yd. Sta.	0.12	0.10	2.40
Finishing Roadbed and Slopes	57.89	.1428	Mile	405.39	400.00	57.12
4"-2" Rock in Base	4,478.09	4,523.315	Ton	0.99	0.90	4,070.98
1"-0" " " "	10,712.49	10,605.83	"	1.01	0.90	9,545.25
3/4"-0" " " "	3,376.61	3,376.605	"	1.00	0.90	3,038.94
Sprinkling	1,926.40	1,580.1	M-Gal.	1.22	1.50	2,370.15
Preparation of Base	1,068.70	9.2	Mile	116.16	100.00	920.00
3/4"-0" Rock in Binder Course	2,742.72	1,469.835	Ton	1.87	1.60	2,351.74
Furnish & Place Aggregates	7,074.81	3,791.43	"	1.87	1.60	6,066.29
Furnish & Place RC-4 in Binder Course	4,030.67	153.96	"	26.18	22.60	3,479.50
Furnish & Place 151-200 Asphalt	4,277.49	163.02	"	26.24	23.70	3,863.57
Furnish & Place RC-4 in Seal Coat	2,761.49	104.84	"	26.34	18.60	1,950.02
3/4"-½" Rock in S.P.	1,655.19	1,671.1	Cu. Yd.	0.99	1.00	1,671.10
½"-¼" " " "	1,321.38	1,335.6	" "	0.99	1.00	1,335.60
¼"-10 Mesh Rock in S.P.	681.08	685.5	" "	0.99	1.00	685.50
Clearing & Grubbing of S.P. Sites	58.78	All		58.78	100.00	100.00
Leveling of S.P. Sites	46.76	"		46.76	100.00	100.00

Jones Hill-Lena Final Cost Analysis.

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Woven Wire Stock Fence	$493.72	209.9	Rod	$2.35	$2.00	$419.80
Gates in " "	38.85	2	Each	19.43	20.00	40.00
S.P. Haul Adjustment, Favor of State						- 22.83
Force Account	74.47			74.47		70.22
	$47,379.81					$42,483.04

Total Cost	$47,379.81
Gross Revenue	42,483.04
Net Loss	$4,896.77

Net Loss Equals 10.3% of Gross Revenue

Jones Hill-Lena

Detail of Cost

Labor:

Supervision		$3,173.50	
Labor		11,717.26	
State Industrial Accident Insurance		714.76	
Social Security & Unemployment Ins.		595.63	
			$16,201.15

Materials:

RC-4 Asphalt	~~25.88~~ 258.8 Tons at $11.50	$2,976.20	
151-200 Asphalt	163.02 " " 7.50	1,222.65	
Fencing Materials		247.88	
Gates for Stock Fence	2 Each at 12.60	25.20	
Freight on RC-4 and 151-200 Asphalt		3,112.08	
			7,584.01

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$11,118.84	
Rented Equipment	2,331.19	
Gas, Oil and Grease	6,116.40	
Explosives	2,001.91	
P.U.C.	108.46	
Freight	197.86	
Lumber	70.50	
Small Tools & Misc. Supplies	375.00	
Bond	424.83	
Home Office & General Overhead	849.66	
		23,594.65
Total Cost		$47,379.81

Detail of Crushing Costs

	Cost	Quantity	Unit Cost
Move In & Set Up	$1,300.59	28,382.3 Tons	$0.046
Strip Pit	617.47	" "	0.022
Drill & Shoot	4,149.70	" "	0.146
Haul & Load to Crusher	5,824.50	" "	0.205
Crush	6,809.26	" "	0.240
	$18,701.52	28,382.3 Tons	$0.659
Haul to Road & Stockpile	$5,706.00	65,279.3 Ton Mile	$0.087

Av. - 2.3 Mile Haul

Sizes & Quantities of Rock Produced

4" - 2" Rock in Base	4,523.315 Tons	
1" - 0" " " "	10,605.83 "	
3/4" - 0" " " "	3,376.605 "	
3/4" - 0" Rock in Binder Course	1,469.835 "	
Mineral Aggregates	3,791.43 "	
3/4" - ½" Crushed Rock in Stockpile	2,088.88 "	or 1,671.1 Cu. Yd.
½" - ¼" " " " "	1,669.50 "	" 1,335.6 " "
¼" - 10 Mesh " " " "	856.88 "	" 685.5 " "

Jones Hill-Lena

Remarks:

This was a "State Project" which the contractor bid February 28th, 1941. Due to wet weather the equipment was not moved in on the job until April 20th, and the job was not completed until August 11th.

The project consisted of 0.16 mile of highway construction, the construction of 9.2 miles of crushed rock base and type 0-9 oil mat and the furnishing of 4,000 cu. yds. of crushed rock in stockpile.

The contractor moved in a semi-portable crushing plant, 1¼ cu. yd. shovel, #77 blade, 10-ton roller, RD-7 cat and dozer, water wagon, wagon drill, 215 compressor, scales and grease wagon. All rock trucks were hired. He later brought in a boiler, retort, distributor and two 1,000-gal. oil tenders for the oiling operations.

Wet weather hampered crushing operations, but rock was produced for $0.66 per ton. Drilling and shooting costs were especially low, averaging only 0.146 per ton, because of the low costs of drilling. With the wagon drill only three pieces of 16-foot drill steel were used for the entire drilling of 28,000 tons, and bit costs were very nominal. Hauling costs were high, averaging $0.09 per ton mile. Street costs on the base rock were high due to inexperienced labor and to the fact that the 1"-0 and 3/4"-0 did not contain enough fines to properly set up. Water overran almost 75%, and a considerable amount of the material was still loose at the time of oiling.

Oiling costs were high and were responsible for most of the loss on the contract. Most of the equipment was old, and many breakdowns occurred, resulting in much down time. Only two 1,000-gal. oil transports were on the job, and with the average oil haul being 11.9 miles, four were needed for economical operations. Both oiling labor and supervision were very poor.

This contract was bid at a fair price, and good progress was made with the crushing, but due to the poor oiling equipment and inefficiency of the oiling operations, showed a considerable loss.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

R.

RECEIVED
OCT - 2 1941
FOR FILING

25-1010

October 2, 1941

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2439 for work on the Jones Hill-Lena Section of the Heppner Highway, in Morrow County, has been completed by the contractors, R. O. Daile and Warren Brothers, Inc., 8919 S. E. Foster Road, Portland, and that final settlement will be made on or after October 12, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $42,483.04, including final payment, of which $70.22 is for force account work. This contract was completed on August 12, 1941, and accepted by the Commission September 4, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RM

NOTED
D. P. DeSart

RECEIVED
SEP 9 1941
FOR FILING

25-1010

R

September 8, 1941

United States Fidelity & Guaranty Co.
Raymond C. Weiss
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to R. O. Hall & Warren Brothers, Inc., 5919 S. E. Foster Road, Portland, on Contract No. 2439, Jones Hill-Lena Section of the Heppner Highway in Morrow County. This payment in the amount of $2,263.36, will be made on or after September 18, 1941. The retained percentage is $1,275.23.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly,

OA Secretary

NOTED
D. DeSart

RECEIVED
SEP 6 1941
FOR FILING

R

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

25-1610

Arlington, Oregon,
"ugust 18, 1941

Subject: Overruns and Underruns
Contract #2439
Jones Hill-Lena
Heppner Highway

To:

W. C. Williams, Division Engineer
State "ighway Department
La Grande, Oregon.

Dear Sir:

Following are explanations of the overruns and underruns in excess of 10% as reflected by the semi-final estimate.

(1) General excavation, Unclasified.

Amount of Contract	1500	C. Y.	at .40	$600.00	
Amount of final	919	" "	40	367.68	
	681			232.32	38.7%

The above underrun may be attributed to two factors, first, an extremely liberal alowence on the origional estimate, secondly, quantities were reduced materialy as a result of a line change in the vicinity of the rubble culvert extension at station 678.

(2 and 3) Short overhaul and Long overhaul.

(Short)	Amount of Contract	100	C.Y. Sta.	at 10	$10.00	
	" " Final	24	" " "		2.40	
	Underrun	76	" " "		7.60	76%
(Long)	Amount of Contract	10	" " "	30	$3.00	
	" " Final	0	" " "		00	
	Underrun	10			3.00	100%

By the reduction of excavated quantities as indicated in item No. 1 it is reasonable to assume that the haul quantities would be reduced in a simular amount. Also, during the construction there developed the necessity for the construction of a road approach at the approximate center of the project and all excess excavated materials were used in its construction which otherwise would have been hauled a greater distance and distributed along the shoulder for widening purposes.

(5) 4"-2" Rock in Base.

Amount of Contract	5,200	tons	at .90	$4,680.00	
" " "	4,523	"	.90	4,071.00	
Underrun	677	"		509.00	12.8 %

FORM E-30 REVISED 25M 9-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Subject: Overruns and Underruns
Contract # 2439

To:

The typical section for the limits of the project where 4"-2" Base rock was used indicated a 22' roadway, but actualy due to erosion it was of various widths but averaged considerable less than 22'. Quantities computed to a desired depth for the wider section would necessarily be less for the narrower section.

(8) Sprinkling.

Amount of Contract	900M Gals.	at $1.50	1,350.00		
" " Final	1580.1	"	1.50	2,370.15	
Overrun	680.1	"		1,020.15	75.5 %

The amount of water required for the construction of a project varies materialy and the factors controlling the quantities cannot always be anticipated in advance of the construction. The amount set up in the contract would have been considered liberal under normal conditions but due to the fact that the construction period was considerable greater than was anticipated and the material used was exceedingly clean with a small amount of binding qualities the amount of water required was far in excess of the allocated amount.

(10) 3/4" Rock in Binder Course

Amount of Contract	1280 tons	at $1.60	2,048.00	
" Final	1469	"		2,351.74	
Overrun	189	"		303.74	14.8%

This material was used rather freely as a protection against pick up. During construction log hauling operations were under way rendering it necessary to keep the binder course well covered during the curing period to prevent serious damage to the surface. Also, a considerable number of approaches was oiled necessitating additional use of the material.

Very truly yours,

E. G. Bickmore

E. G. Bickmore, Res. Engr.

(11) R

Form E-1—5M—10-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August, 9, 1941

Section Jones Hill - Lena

Kind of work Surfacing @ Oiling

Highway Heppner

Section prefix 25 - 1010

Contractor R.O. Dail @ Warren Bros.

Contract number 2439

Date of contract March, 25, 1941

Date of completion August, 31, 1941

Date work started M ay 25, 1941

Estimated date of completion August, 15, 1941

Amount of contract $ 42,667.00

Per cent of time elapsed 85.5% %

Estimated cost of completed project, exclusive of engineering $ 42,667.00

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 2700.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Oiling operations, including the final seal, has been completed, and the equipment removed to other work except for one blade which is being used on maintenance and to square up the shoulders.

The crushing of M aintenance materials is being continued with all sizes of rock complete except for the ½ to ¼ which lacks only 100cubic yards to complete. All work in connection with the contract should be completed M onday.

NOTED
H. N. HACKETT

NOTED
RAY WEBBER

RECEIVED
AUG 11 1941

Signed E H Beckmore

Address Arlington, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.16	9.2		9.2	
Miles partially completed				9.2	
Miles completed				9.2	
Total estimated quantities			4000		
Estimated quantities moved or placed to date			3900		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			2	1	
Hours per shift			8	8	
Average force on project for week			16	3	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants 1,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	" "		
Tuesday	" "		
Wednesday	" "		
Thursday	" "		
Friday	" "		
Saturday	" "		

STATE PRINTING DEPT.

R

RECEIVED
JUL 15 1941
FOR FI

25-1010

July 15, 1941

Union Oil Company of California
Chronicle Building
Spokane, Washington

Attention: T. J. Fahey

Gentlemen:

This will acknowledge receipt of your letter of July 8th and advise that the bond for construction for contract No. 2439 in the amount of $42,677.00, for grading, surfacing and oiling the Jones Hill-Lena Section of the Heppner Highway in Morrow County, was written by the United States Fidelity & Guaranty Company through their resident agent, Raymond C. Weiss, Bedell Building, Portland.

Yours very truly,

DOD:OA

Secretary

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APR 24 1941

25-1010

April 21, 1941

E. C. Dail & Warren Bros. Inc.
8919 S. E. Foster
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2439, which was awarded to you on March 25, 1941, by the State Highway Commission, covering the Jones Hill-Lena Section of the Heppner Highway in Morrow County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

- Secretary

RECEIVED
MAR 31 1941
FOR FILING

25-1010

March 26, 1941

R. O. Dail & Warren Bros., Inc.
8919 S. E. Foster
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2439, which was awarded to you by the State Highway Commission on March 25, 1941, for grading, surfacing and oiling on the Jones Hill-Lena Section of the Heppner Highway, in Morrow County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

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JUL 15 1941
FOR FILING

25-1010

R

March 25, 1941

R. C. Dail & Warren Bros.
9919 S. E. Foster Road
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for 0.16 mile grading and 9.2 miles surfacing and oiling on the Jones Hill-Lena Section of the Heppner Highway, in Morrow County. This award was based on your low bid of $42,677 submitted on February 26, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert
G. S. Paxson

LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON MARCH 25 1943

R. O. DAIL & WARREN BROS.
8929 S. E. FOSTER ROAD
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING, SURFACING AND OILING JONES HILL-LENA SECTION OF HEPPNER HIGHWAY BASED ON YOUR LOW BID SUBMITTED FEBRUARY 26, 1943. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File

CONTRACT# [redacted] 2440

SN-FAP 300-C-1 West Sheridan Sec., 1941
Salmon River Hwy.
#2440

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FOR FILIN

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

300-C-1

September 8, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 300-C (1)
West Sheridan Section
Salmon River Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

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Section C(1)
Oregon Federal Aid Project No. SN-FAP 300.

WA4 pr-12912

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 18, 1941 by the Oregon State Highway Commission, and on December 5, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 300, Section C(1); and

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested an increase in the Federal share payable on account of said project as authorized in Section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.), and has requested that the Federal funds approved and set aside to the credit of the project be increased from $29,400.00 to $41,960.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read;

> * "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-one thousand, nine hundred sixty and 00/100 dollars ($41,960.00) as the share of the United States payable under said act on account of Section C(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C(1) of said project shall not in any event exceed the sum of forty-one thousand, nine hundred sixty and 00/100 dollars ($41,960.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-one thousand, eight hundred fifty-eight and 07/100 dollars ($51,858.07), the approved total estimated cost of Section C(1) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on July 11, 1942, and the Administrator on AUG - 5 1942.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By O'Leary
Acting Commissioner of Public Roads

Oregon Federal Aid Project No. SN-FAP 300.
Section C(1).

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SN-FAP 300-C(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 51,858.07 in lieu of the $29,400.00 approved by Certificate dated December 5, 1941. as the total estimated cost of said project, and the sum of $ 41,960.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....
one thousand nine hundred and AUG - 5 1942

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

DISTRICT 1
SEP 4 1942
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U. S. GOVERNMENT PRINTING OFFICE 10—1

RECEIVED
JUL 23 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

July 8, 1942

IN YOUR REPLY PLEASE
REFER TO FILE No. 300-C-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 300-C (1)
West Sheridan Section
Salmon River Highway

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

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JUN 23 1942
~~FOR FILING~~
300-C-1

June 22, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of revised estimate as basis for modified agreement for the West Sheridan Section, Project No. SM-FAP 300-C (1).

In accord with the request contained in your letter of May 15, 1942, the work done prior to May 27, 1941, has been segregated from work done subsequent to that date.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. [illegible]-FAP 300-B (1)

WEST SHERIDAN SECTION OF THE

SALMON RIVER HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, June 22, 1942

WORK DONE PRIOR TO MAY 27, 1941

Dual Type Pavement (Sta. 0+02.5 to 0+00 = 0+00 to 28+30)

All Required		Clearing and Grubbing		$ 200.00
		Subtotal		$ 200.00
		10% Engr. & Cont.		20.00
		Total		$ 220.00

WORK DONE SUBSEQUENT TO MAY 27, 1941

Dual Type Pavement (Sta. 0+02.5 to 0+00 = 0+00 to 28+30)

All Required		Clearing and Grubbing		$ 491.00
10	sq. yds.	Removal of Old Pavement	$ .50	5.00
125	sq. yds.	Removal of Walks	.20	25.00
300	lin. ft.	Removal of Curbs	.15	45.00
2	only	Removal of Catch Basins	5.00	10.00
All Required		Removal of Guard Fence		50.00
90	cu. yds.	Structural Excavation, Unclassified	1.25	112.50
24,000	cu. yds.	Borrow Excavation, Unclassified	.40	9,600.00
2,500	cu. yds.	General Excavation, Unclassified	.18	450.00
144,000	yd. sta.	Short Overhaul	.01	1,440.00
8,600	C-yd.sta.	Long Overhaul	.25	2,150.00
0.53	mile	Finishing Roadbed and Slopes	400.00	212.00
24	lin. ft.	8" Sewer Pipe	.80	19.20
260	lin. ft.	12" Sewer Pipe	1.10	286.00
80	lin. ft.	12" Concrete Pipe	1.00	80.00
40	lin. ft.	24" Corr. Metal Pipe	3.00	120.00
44	lin. ft.	30" Corr. Metal Pipe	5.50	242.00
60	lin. ft.	Extra for Installing Pipe Under Pavement	1.25	75.00
5	only	Concrete Catch Basins	25.00	125.00
160	cu. yds.	Concrete Curbs	20.00	3,200.00
220	sq. yds.	Concrete Driveways	2.25	495.00
180	sq. yds.	Concrete Walks	2.00	360.00

60	lin. ft.	Expansion Joints in Concrete Walks	$ .20	$ 12.00
1,680	tons	3" - 0" Material in Base	.60	1,008.00
190	tons	3/4" - 0" Material in Footpaths and Foundation Course	2.00	380.00
197	tons	½" - 0" Material in Cushion Course	2.00	394.00
118	cu. yds.	Filler	.25	29.50
590	yd. mi.	Hauling Filler	.10	59.00
50	M-gals.	Sprinkling	1.50	75.00
3,800	sq. yds.	Portland Cement Concrete Base	1.80	6,840.00
4,530	sq. yds.	Portland Cement Concrete Pavement	1.85	8,380.50
980	lin. ft.	Expansion Joints in Pavement	.20	196.00
2,450	lin. ft.	Contraction Joints	.03	73.50
485	only	Dowel Bars	.18	87.30
680	tons	Class "B" Asphaltic Concrete	6.50	4,420.00
470	tons	Class "C" Asphaltic Concrete	6.50	3,055.00
68	tons	Furnishing and Placing Aggregates	3.00	204.00
5.5	tons	Furnishing and Placing SC-6 or RT-8 Bituminous Cement	30.00	165.00
			Subtotal	$ 44,971.50
			10% Engr. & Cont.	4,497.15
			Total	$ 49,468.65
		Length	0.536 mile	
		Cost per mile	$ 92,702.70	

Asphaltic Concrete Pavement (Sta. 28+30 to 30+26)

All Required		Clearing and Grubbing		$ 48.00
10	sq. yds.	Removal of Old Pavement	$ .50	5.00
25	sq. yds.	Removal of Walks	.20	5.00
200	lin. ft.	Removal of Curbs	.15	30.00
1,000	cu. yds.	Borrow Excavation, Unclassified	.40	400.00
6,000	yd. sta.	Short Overhaul	.01	60.00
400	C-yd.sta.	Long Overhaul	.25	100.00
.04	mile	Finishing Roadbed and Slopes	400.00	16.00
10	cu. yds.	Concrete Curbs	20.00	200.00
20	tons	3" - 0" Material in Base	.60	12.00
10	tons	3/4" - 0" Material in Footpath and Foundation Course	2.00	20.00
3	tons	½" - 0" Material in Cushion Course	2.00	6.00
2	cu. yds.	Filler	.25	.50
10	yd. mi.	Hauling Filler	.10	1.00
70	sq. yds.	Portland Cement Concrete Pavement	1.85	129.50
20	lin. ft.	Expansion Joints in Pavement	.20	4.00
50	lin. ft.	Contraction Joints	.03	1.50
15	only	Dowel Bars	.18	2.70
90	tons	Class "B" Asphaltic Concrete	6.50	585.00
50	tons	Class "C" Asphaltic Concrete	6.50	325.00
2.0	cu. yds.	Furnishing and Placing Aggregates	3.00	6.00

0.5 ton	Furnishing and Placing RC-6 or RT-8 Bituminous Cement	$ 30.00	$ 15.00
	Subtotal		$ 1,972.20
	10% Engr. & Cont.		197.22
	Total		$ 2,169.42

Length .037 mile
Cost per mile $ 58,632.97

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Done Prior to May 27, 1941			
Dual Type Pavement	$ 220.00	$ 134.00	$ 86.00
Work Done Subsequent to May 27, 1941			
Dual Type Pavement	49,468.65	40,069.00	9,399.65
Asphaltic Concrete Pavement	2,169.42	1,757.00	412.42
	$ 51,858.07	$ 41,960.00	$ 9,898.07

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 15, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of May 12 and enclosed estimate of May 6, 1942, requesting a modification of the project agreement for Oregon SN-FAP 300-C (1), West Sheridan Section of the Salmon River Highway.

The estimate shows all work done subsequent to May 27, 1941. We were advised by the resident engineer on that date that work started May 26, 1941.

We should have some explanation as to the work done on May 26 and 27 if no pay items were involved.

Very truly yours,

W. H. LYNCH
District Engineer

By: F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

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MAY 13 1942
FOR FILING

300-C-1

May 12, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the West Sheridan Section, Project No. SN-FAP 300-C (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. SR-FAP 300-C (1)

WEST SHERIDAN SECTION OF THE
SALMON RIVER HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1942

WORK DONE SUBSEQUENT TO MAY 27, 1941

Dual Type Pavement (Sta. 0+02.5 to 0+00 - 0+00 to 28+30)

All Required		Clearing and Grubbing		$ 691.00
10	sq. yds.	Removal of Old Pavement	$ .50	5.00
125	sq. yds.	Removal of Walks	.20	25.00
300	lin. ft.	Removal of Curbs	.15	45.00
2	only	Removal of Catch Basins	5.00	10.00
All Required		Removal of Guard Fence		50.00
90	cu. yds.	Structural Excavation, Unclassified	1.25	112.50
24,000	cu. yds.	Borrow Excavation, Unclassified	.40	9,600.00
2,500	cu. yds.	General Excavation, Unclassified	.18	450.00
144,000	yd. sta.	Short Overhaul	.01	1,440.00
8,600	C-yd.sta.	Long Overhaul	.25	2,150.00
0.53	mile	Finishing Roadbed and Slopes	400.00	212.00
24	lin. ft.	8" Sewer Pipe	.80	19.20
260	lin. ft.	12" Sewer Pipe	1.10	286.00
80	lin. ft.	12" Concrete Pipe	1.00	80.00
40	lin. ft.	24" Corr. Metal Pipe	3.00	120.00
44	lin. ft.	36" Corr. Metal Pipe	5.50	242.00
60	lin. ft.	Extra for Installing Pipe Under Pavement	1.25	75.00
5	only	Concrete Catch Basins	25.00	125.00
160	cu. yds.	Concrete Curbs	20.00	3,200.00
220	sq. yds.	Concrete Driveways	2.25	495.00
180	sq. yds.	Concrete Walks	2.00	360.00
60	lin. ft.	Expansion Joints in Concrete Walks	.20	12.00
1,680	tons	3" - 0" Material in Base	.60	1,008.00
190	tons	3/4" - 0" Material in Footpaths and Foundation Course	2.00	380.00
197	tons	½" - 0" Material in Cushion Course	2.00	394.00
118	cu. yds.	Filler	.25	29.50
590	yd. mi.	Hauling Filler	.10	59.00
50	M-gals.	Sprinkling	1.50	75.00
3,800	sq. yds.	Portland Cement Concrete Base	1.80	6,840.00
4,530	sq. yds.	Portland Cement Concrete Pavement	1.85	8,380.50

980	lin. ft.	Expansion Joints in Pavement	$ .20	$ 196.00
2,450	lin. ft.	Contraction Joints	.03	73.50
485	only	Dowel Bars	.18	87.30
680	tons	Class "B" Asphaltic Concrete	6.50	4,420.00
470	tons	Class "C" Asphaltic Concrete	6.50	3,055.00
68	tons	Furnishing and Placing Aggregates	3.00	204.00
5.5	tons	Furnishing and Placing SC-6 or RT-8 Bituminous Cement	30.00	165.00
			Subtotal	$45,171.50
			10% Engr. & Cont.	4,517.15
			Total	$49,688.65

Length 0.536 mile
Cost per mile $ 92,702.70

Asphaltic Concrete Pavement (Sta. 28+30 to 30+26)

All Required		Clearing and Grubbing		$ 48.00
10	sq. yds.	Removal of Old Pavement	$ .50	5.00
25	sq. yds.	Removal of Walks	.20	5.00
200	lin. ft.	Removal of Curbs	.15	30.00
1,000	cu. yds.	Borrow Excavation, Unclassified	.40	400.00
6,000	yd. sta.	Short Overhaul	.01	60.00
400	C-yd.sta.	Long Overhaul	.25	100.00
.04	mile	Finishing Roadbed and Slopes	400.00	16.00
10	cu. yds.	Concrete Curbs	20.00	200.00
20	tons	3" - 0" Material in Base	.60	12.00
10	tons	3/4" - 0" Material in Footpath and Foundation Course	2.00	20.00
3	tons	½" - 0" Material in Cushion Course	2.00	6.00
2	cu. yds.	Filler	.25	.50
10	yd. mi.	Hauling Filler	.10	1.00
70	sq. yds.	Portland Cement Concrete Pavement	1.85	129.50
20	lin. ft.	Expansion Joints in Pavement	.20	4.00
50	lin. ft.	Contraction Joints	.03	1.50
15	only	Dowel Bars	.18	2.70
90	tons	Class "B" Asphaltic Concrete	6.50	585.00
50	tons	Class "C" Asphaltic Concrete	6.50	325.00
2.0	cu. yds.	Furnishing and Placing Aggregates	3.00	6.00
0.5	tons	Furnishing and Placing SC-6 or RT-8 Bituminous Cement	30.00	15.00
			Subtotal	$ 1,972.20
			10% Engr. & Cont.	197.22
			Total	$ 2,169.42

Length .037 mile
Cost per mile $ 58,632.97

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Dual Type Pavement	$ 49,688.65	$ 40,243.00	$ 9,445.65
Asphaltic Concrete Pavement	2,169.42	1,757.00	412.42
	$ 51,858.07	$ 42,000.00	$ 9,858.07

State Funds for Construction: Chap. 175, laws 1917; Chap. 71, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. SN-FAP 300-C (1)

WEST SHERIDAN SECTION OF THE
SALMON RIVER HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

H)

Salem, Oregon, May 6, 1942

WORK DONE SUBSEQUENT TO MAY 27, 1941

Dual Type Pavement (Sta. 0+02.5 to 0+00 = 0+00 to 28+30)

All Required		Clearing and Grubbing		$ ~~691.00~~ 491.00
10	sq. yds.	Removal of Old Pavement	$ .50	5.00
125	sq. yds.	Removal of Walks	.20	25.00
300	lin. ft.	Removal of Curbs	.15	45.00
2	only	Removal of Catch Basins	5.00	10.00
All Required		Removal of Guard Fence		50.00
90	cu. yds.	Structural Excavation, Unclassified	1.25	112.50
24,000	cu. yds.	Borrow Excavation, Unclassified	.40	9,600.00
2,500	cu. yds.	General Excavation, Unclassified	.18	450.00
144,000	yd. sta.	Short Overhaul	.01	1,440.00
8,600	C-yd.sta.	Long Overhaul	.25	2,150.00
0.53	mile	Finishing Roadbed and Slopes	400.00	212.00
24	lin. ft.	8" Sewer Pipe	.80	19.20
260	lin. ft.	12" Sewer Pipe	1.10	286.00
80	lin. ft.	12" Concrete Pipe	1.00	80.00
40	lin. ft.	24" Corr. Metal Pipe	3.00	120.00
44	lin. ft.	36" Corr. Metal Pipe	5.50	242.00
60	lin. ft.	Extra for Installing Pipe Under Pavement	1.25	75.00
5	only	Concrete Catch Basins	25.00	125.00
160	cu. yds.	Concrete Curbs	20.00	3,200.00
220	sq. yds.	Concrete Driveways	2.25	495.00
180	sq. yds.	Concrete Walks	2.00	360.00
60	lin. ft.	Expansion Joints in Concrete Walks	.20	12.00
1,680	tons	3" - 0" Material in Base	.60	1,008.00
190	tons	3/4" - 0" Material in Footpaths and Foundation Course	2.00	380.00
197	tons	½" - 0" Material in Cushion Course	2.00	394.00
118	cu. yds.	Filler	.25	29.50
590	yd. mi.	Hauling Filler	.10	59.00
50	M-gals.	Sprinkling	1.50	75.00
3,800	sq. yds.	Portland Cement Concrete Base	1.80	6,840.00
4,530	sq. yds.	Portland Cement Concrete Pavement	1.85	8,380.50

980 lin. ft.	Expansion Joints in Pavement	$ .20	$ 196.00	
2,450 lin. ft.	Contraction Joints	.03	73.50	
485 only	Dowel Bars	.18	87.30	
680 tons	Class "B" Asphaltic Concrete	6.50	4,420.00	
470 tons	Class "C" Asphaltic Concrete	6.50	3,055.00	
68 tons	Furnishing and Placing Aggregates	3.00	204.00	
5.5 tons	Furnishing and Placing SC-6 or RT-8 Bituminous Cement	30.00	165.00	
	Subtotal		$45,171.50	44971 50
	10% Engr. & Cont.		4,517.15	4497 15
	Total		$49,688.65	49468 65

Length 0.536 mile
Cost per mile $ 92,702.70

Asphaltic Concrete Pavement (Sta. 28+30 to 30+26)

All Required	Clearing and Grubbing		$ 48.00
10 sq. yds.	Removal of Old Pavement	$ .50	5.00
25 sq. yds.	Removal of Walks	.20	5.00
200 lin. ft.	Removal of Curbs	.15	30.00
1,000 cu. yds.	Borrow Excavation, Unclassified	.40	400.00
6,000 yd. sta.	Short Overhaul	.01	60.00
400 C-yd.sta.	Long Overhaul	.25	100.00
.04 mile	Finishing Roadbed and Slopes	400.00	16.00
10 cu. yds.	Concrete Curbs	20.00	200.00
20 tons	3" - 0" Material in Base	.60	12.00
10 tons	3/4" - 0" Material in Footpath and Foundation Course	2.00	20.00
3 tons	¼" - 0" Material in Cushion Course	2.00	6.00
2 cu. yds.	Filler	.25	.50
10 yd. mi.	Hauling Filler	.10	1.00
70 sq. yds.	Portland Cement Concrete Pavement	1.85	129.50
20 lin. ft.	Expansion Joints in Pavement	.20	4.00
50 lin. ft.	Contraction Joints	.03	1.50
15 only	Dowel Bars	.18	2.70
90 tons	Class "B" Asphaltic Concrete	6.50	585.00
50 tons	Class "C" Asphaltic Concrete	6.50	325.00
2.0 cu. yds.	Furnishing and Placing Aggregates	3.00	6.00
0.5 tons	Furnishing and Placing SC-6 or RT-8 Bituminous Cement	30.00	15.00
	Subtotal		$ 1,972.20
	10% Engr. & Cont.		197.22
	Total		$ 2,169.42

Length .037 mile
Cost per mile $ 58,632.97

SUMMARY OF FUNDS REQUESTED

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Item	Total Cost	Federal Aid Funds	State Funds
Dual Type Pavement	$ 49,688.65	$ 40,243.00	$ 9,445.65
Asphaltic Concrete Pavement	2,169.42	1,757.00	412.42
	$ 51,858.07	$ 42,000.00	$ 9,858.07

State Funds for Construction: Chap. 175, laws 1917; Chap. 71, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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R.H. Baldock
[illegible]

[illegible]h 14th, 1942

NOTED
State Highway Engineer

Semi-Final Cost Analysis
West Sheridan Section
Salmon River Highway

Contract No. 2440 Prefix 36-1113
Berke Bros., Contractors B. O. Johnson, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,065.20	All		$1,065.20	$800.00	$800.00
Removal of Pavement	91.94	383.1	Sq. Yd.	0.24	0.50	191.55
" " Walks	33.19	276.6	" "	0.12	0.20	55.32
" " Curbs	132.64	1,105.3	Lin. Ft.	0.12	0.15	165.80
" " Catch Basins	8.16	2	Each	5.08	5.00	10.00
" " Guard Fence	42.26	All		42.26	50.00	50.00
Struct. Excav., Unclass.	478.34	325.4	Cu. Yd.	1.47	1.25	406.75
Borrow " "	6,252.84	17,369.0	" "	0.36	0.40	6,947.60
General " "	242.41	1,795.6	" "	0.135	0.18	323.21
Short Overhaul	1,036.66	103,665.5	Yd. Sta.	0.01	0.01	1,036.66
Long "	1,740.25	7,566.3	C-Yd. S.	0.23	0.25	1,891.58
Finishing Roadbed and Slopes	210.17	.834	Mile	252.00	400.00	333.60
8" Sewer Pipe	74.03	117.5	Lin. Ft.	0.63	0.80	94.00
12" " "	477.70	562.0	" "	0.85	1.10	618.20
12" Concrete Pipe	65.25	75.0	" "	0.87	1.00	75.00
24" Corr. Metal Pipe	123.48	42.0	" "	2.94	3.00	126.00
Extra for Inst. Pipe Under Pav't.	76.80	60.0	" "	1.28	1.25	75.00
Concrete Catch Basins	281.25	15	Each	18.75	25.00	375.00
Concrete Curbs	3,423.71	190.63	Cu. Yd.	17.96	20.00	3,812.60
Concrete Walks	169.59	98.6	Sq. Yd.	1.72	2.00	197.20
Concrete Driveways	899.64	459	" "	1.96	2.25	1,032.75
Exp. Joints in Concrete Walks	12.09	93	Lin. Ft.	0.13	0.20	18.60

Sheridan Semi-Final Cost Analysis.

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
3"-0 Mat'l in Base	$1,373.84	2,180.7	Tons	$0.63	$0.60	$1,308.40
3/4"-0 Mat'l in Footpath	357.04	228.87	"	1.56	2.00	457.74
½"-0 Mat'l in Cushion	631.15	373.46	"	1.69	2.00	746.92
Sprinkling	11.64	5.82	M-Gal.	2.00	1.50	8.73
Ptl'd. Cement Conc. Base	6,639.20	3,440.0	Sq. Yd.	1.93	1.80	6,192.00
" " " Pav't.	8,802.44	4,560.85	" "	1.93	1.85	8,437.57
Expansion Jts. in Pav't.	62.91	349.5	Lin. Ft.	0.18	0.20	69.90
Contraction Joints	61.35	2,454	" "	0.025	0.03	73.62
Dowel Bars	57.00	380	Each	0.15	0.18	68.40
Class "B" Asph. Conc.	7,807.80	1,144	Tons	6.83	6.50	7,436.00
Class "C" " "	4,559.10	668	"	6.83	6.50	4,342.00
Furn. & Place Aggregate	402.98	127.93	"	3.15	3.00	383.79
" " " Bit. Cement	134.82	4.28	"	31.50	30.00	128.40
PA #1, 36" Conc. Pipe	482.76	81	Lin. Ft.	5.96	6.00	486.00
PA #2, Hand Placed Riprap	2,347.15	5,102.5	Sq. Yd.	0.46	0.65	3,316.63
PA #3, Porous Drain Tile 6"	53.55	105	Lin. Ft.	0.51	0.60	63.00
" ", 6" Conc. Sewer Pipe	58.33	153.5	" "	0.38	0.30	46.05
" ", 8" Perf. Drain Tile	94.90	182.5	" "	0.52	0.70	127.75
PA #4, Cement Adjustment (plus)	______	150.5	Bbls.		2.40	361.20
	$50,875.56					$52,690.52

Gross Revenue	$52,690.52
Total Cost	50,875.56
Net Profit	$1,814.96

Net Profit Equals 3.4% of Gross Revenue

West Sheridan Section

Detail of Cost

Labor:

Supervision	$2,350.54	
Labor	10,379.65	
State Industrial Accident Insurance	916.57	
Social Security & Unemployment Insurance	636.51	
		$14,283.27

Materials:

6" Sewer Pipe	153½	lin. ft.	at	$0.25	$38.38	
6" Porous Drain Tile	105	" "	"	0.095	9.98	
8" Sewer Pipe	117½	" "	"	0.35	41.13	
8" Perf. Drain Pipe	182½	" "	"	0.38	69.35	
12" Sewer Pipe	562	" "	"	0.35	196.70	
12" Concrete Pipe	75	" "	"	0.55	41.25	
24" Corr. Iron Culvert Pipe	42	" "	"	2.20	92.40	
24" " " " Bands	2	each	"	2.56	5.12	
36" Concrete Pipe	81	lin. ft.	"	4.75	384.75	
Portland Cement	2,798	bbls.	"	2.36	6,323.48	
Concrete Aggregate	2,064	cu. yd.	"	1.79	3,694.56	
Expansion Joints in Walk	93	lin. ft.	"	0.071	6.60	
3"-0 Mat'l in Base	2,180.7	tons	"	0.53	1,155.77	
3/4"-0 Mat'l in Footpath	228.87	"	"	1.44	329.57	
½"-0 Mat'l in Cushion	373.46	"	"	1.44	537.78	
Expansion Jts. in Pav't.	349.5	lin. ft.	"	0.096	33.55	
Contraction Joints	2,454	" "	"	0.0148	36.32	
Dowel Bars	380	each	"	0.1075	40.85	
Sleeves	380	"	"	0.035	13.30	
						13,050.84

Equipment Rental & Misc. Supplies:

Equipment Rental	$4,392.85	
Gasoline, Oil & Grease	2,316.48	
Small Tools & Miscellaneous	1,518.52	
Lumber (Plant and Forms)	362.50	
Move In & Freight	426.00	
Bond	526.91	
Public Liability & Property Damage Ins.	127.30	
Home Office & General Overhead	1,580.70	
		11,251.26

Work Performed by O. C. Yocom:

Furn. & Place Bit. Cement	4.28	tons	at	$30.00	$128.40	
" " " Aggregate	127.93	"	"	3.00	383.79	
						512.19

Work Performed by United Contracting Co.:

Class "B" Asph. Concrete	1,144	tons	at	$6.50	$7,436.00	
" "C" " "	668	"	"	6.50	4,342.00	
						11,778.00

Total Cost	$50,875.56

West Sheridan Section

This project is a "Federal Aid Project". It was bid on March 25th, 1941 and awarded the same day. The contract called for the grading and paving of 0.57 mile in the town of Sheridan. The contractor began working June 3rd, 1941 and completed the project December 8th, 1941.

The borrow excavation consisted of a rock formation that was very easy to shoot and handle. This was loaded with a Koehring 1¼ cu. yd. shovel and hauled to the fills in 5 cu. yd. trucks. There was not a great deal of general excavation, and this was handled with a 95 h.p. caterpillar and 12 cu. yd. Letourneau. All of this excavation proceeded very well, and a fair profit was made on these items.

The riprap work consisted of the loading of broken concrete slabs from the Bellevue job, hauling them to the job and the placing of this material on the fill slope next to the river. This was loaded with the Koehring 1¼ cu. yd. shovel, hauled in 5 cu. yd. trucks and placed with a Koehring 3/4 cu. yd. shovel. This work was handled very efficiently, and a nice profit was made.

The base rock and concrete aggregate were furnished by O. C. Yocom, who in turn purchased the concrete aggregate from the McKibbon plant. Some delay was caused in the paving as the concrete aggregate was found to be unsuitable after it had been stockpiled at the batch plant, so it was rewashed and restockpiled by McKibbon and O. C. Yocom.

The paving work resulted in a loss to the contractor, which was chiefly due to inefficient supervision and the delay caused by the rewashing of the concrete aggregate. A 27-E Rex mixer was used for the paving work, and fair progress was made.

This project as a whole resulted in a small profit which was made on the grading and riprap work. This work was handled very efficiently by Berke Brothers, but the profit on this work was reduced considerably by the loss on the concrete work.

E. H. Clymer
Cost Analyst

By . . A. C. Vincent

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SW-7GP-300 C-1

February 21, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison Street
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Mgr.

[redacted]

In reply to your inquiry of February 17, you are advised that Contract No. 2440, with Berke Brothers, was completed December 11, 1941, and was accepted by the State Highway Commission on February 13, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

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300-C-1

February 5, 1942

Burke Brothers
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 21, 1942, granted you the extension of time requested, from July 31 to December 11, 1941, without penalty, in connection with state highway contract No. 2440, for grading and paving the West Sheridan Section of the Salmon River Highway, in Yamhill County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. F. D. Eason

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

3 - 1942

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8

IN YOUR REPLY PLEASE
REFER TO FILE No.________

February 2, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 300-C (1), West Sheridan Section of the Salmon River Highway ____________________, was made by a representative of this office on January 26, 1942. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

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January 29, 1942

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Berke Brothers, on contract No. 2440, covering grading and paving on the West Sheridan Section of the Salmon River Highway, in Yamhill County. This payment, in the amount of $2,801.00, will be made on or after February 9, 1942. The retained percentage is $1,587.24.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 29, 1941

Ore. SN-FAP 300-C (1)
West Sheridan Section
Salmon River Highway

300-C-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

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STATE HIGHWAY COMMISSION

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Form P. R. 2

State Oregon

Federal Aid

Project No. SS-FAP 300-6(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of Nov, 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 4th day of March, 1937, a project statement, which was approved on the 12th day of March, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section 6(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 12th day of February 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-nine thousand, four hundred and 00/100 dollars ($29,400.00) as the share of the United States payable under said act on account of Section 6(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

R

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ; Chapter 175, laws 1927; Chapter 31, laws 1920; Chapter [illegible], laws 1939 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+02.5 west at the west city limits of Sheridan and survey station 30+26 at Bridge Street, all on Main Street in Sheridan.

, length 0.573 of a mile, in Yamhill County, being Section C(1) of Oregon Federal Aid project No. SE-FAP 309 consisting of 0.573 of a mile of roadway and no bridges, of more than 20 feet clear span.

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 8(1) of said project shall not in any event exceed the sum of twenty-nine thousand, four hundred and 00/100 dollars ($29,400.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-one thousand, eight hundred fifty-eight and 07/100 dollars ($51,858.07), the approved total estimated cost of Section 8(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, laws 1939 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of DEC - 5 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SN-FAP 300-C(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 51,858.07 as the total estimated cost of said project, and the sum of $ 29,100.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______________________

one thousand nine hundred and DEC - 5 1941

FEDERAL WORKS ADMINISTRATOR,

By H J O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10150

12

Form E-1—5M—10-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

300-C-1

For Week Ending December 27, 1941, 19

Section West Sheridan Project

Kind of work Grading and Paving.

Highway Salmon River

Section prefix 36-1113

Contractor Berke Bros.

Contract number 2440

Date of contract March 25, 1941, 19

Date of completion July 31, 1941, 19

Date work started May 26, 1941, 19

Estimated date of completion ………, 19

Amount of contract $ 48,000.70

Per cent of time elapsed ………%

Estimated cost of completed project, exclusive of engineering $ 48,000.70

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3440.00, 7.17 %

Date project was completed ………, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed final records for this project on Saturday

" semi final estimate.

" completed report to Public roads administration except final payroll figures (PR 47)

NOTED
RAY WEBBER

RECEIVED
DEC 29 1941
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

DEC 30 1941

Signed L. A. Johnson

Address ………

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

R R

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) **BUREAU OF PUBLIC ROADS**
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

NOV 10 1941
[illegible] ISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. SN-FAP 300-C (1)
West Sheridan Section
Salmon River Highway

November 8, 1941

300 - C - 1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Lon

R

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SEP 18 1941
FOR FILING

300-C-1

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the West Sheridan Section, Project No. NH-FAP 300-C (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. SN-FAP 300-C (1)

WEST SHERIDAN SECTION OF THE

SALMON RIVER HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 11, 1941

Dual Type Pavement (Sta. 0+02.5 to 0+00 = 0+00 to 28+39)

All Required		Clearing and Grubbing		$ 691.00
10	sq. yds.	Removal of Old Pavement	$ .50	5.00
125	sq. yds.	Removal of Walks	.20	25.00
300	lin. ft.	Removal of Curbs	.15	45.00
2	only	Removal of Catch Basins	5.00	10.00
All Required		Removal of Guard Fence		50.00
90	cu. yds.	Structural Excavation, Unclassified	1.25	112.50
24,000	cu. yds.	Borrow Excavation, Unclassified	.40	9,600.00
2,500	cu. yds.	General Excavation, Unclassified	.18	450.00
144,000	yd. sta.	Short Overhaul	.01	1,440.00
8,600	C-yd.sta.	Long Overhaul	.25	2,150.00
0.53	mile	Finishing Roadbed and Slopes	400.00	212.00
24	lin. ft.	8" Sewer Pipe	.80	19.20
260	lin. ft.	12" Sewer Pipe	1.10	286.00
80	lin. ft.	12" Concrete Pipe	1.00	80.00
40	lin. ft.	24" Corr. Metal Pipe	3.00	120.00
44	lin. ft.	36" Corr. Metal Pipe	5.50	242.00
60	lin. ft.	Extra for Installing Pipe Under Pavement	1.25	75.00
5	only	Concrete Catch Basins	25.00	125.00
160	cu. yds.	Concrete Curbs	20.00	3,200.00
220	sq. yds.	Concrete Driveways	2.25	495.00
180	sq. yds.	Concrete Walks	2.00	360.00
60	lin. ft.	Expansion Joints in Concrete Walks	.20	12.00
1,680	tons	3" - 0" Material in Base	.60	1,008.00
190	tons	3/4" - 0" Material in Footpaths and Foundation Course	2.00	380.00
197	tons	½" - 0" Material in Cushion Course	2.00	394.00
118	cu. yds.	Filler	.25	29.50
550	yd. mi.	Hauling Filler	.10	55.00
50	M-gals.	Sprinkling	1.50	75.00
3,800	sq. yds.	Portland Cement Concrete Base	1.80	6,840.00
4,530	sq. yds.	Portland Cement Concrete Pavement	1.85	8,380.50
980	lin. ft.	Expansion Joints in Pavement	.20	196.00
2,450	lin. ft.	Contraction Joints	.03	73.50

485	only	Dowel Bars	$ .18	$ 87.30
680	tons	Class "B" Asphaltic Concrete	6.50	4,420.00
470	tons	Class "C" Asphaltic Concrete	6.50	3,055.00
68	tons	Furnishing and Placing Aggregates	3.00	204.00
5.5	tons	Furnishing and Placing SC-6 or RT-8 Bituminous Cement	30.00	165.00
			Subtotal	$45,171.50
			10% Engr. & Cont.	4,517.15
			Total	$49,688.65

Length	0.536 mile
Cost per mile	$ 92,702.70

Asphaltic Concrete Pavement (Sta. 28+30 to 30+26)

All Required		Clearing and Grubbing		$ 48.00
10	sq. yds.	Removal of Old Pavement	.50	5.00
25	sq. yds.	Removal of Walks	.20	5.00
200	lin. ft.	Removal of Curbs	.15	30.00
1,000	cu. yds.	Borrow Excavation, Unclassified	.40	400.00
6,000	yd. sta.	Short Overhaul	.01	60.00
400	C-yd.sta.	Long Overhaul	.25	100.00
.04	mile	Finishing Roadbed and Slopes	400.00	16.00
10	cu. yds.	Concrete Curbs	20.00	200.00
20	tons	3" - 0" Material in Base	.60	12.00
10	tons	3/4" - 0" Material in Footpath and Foundation Course	2.00	20.00
3	tons	½" - 0" Material in Cushion Course	2.00	6.00
2	cu. yds.	Filler	.25	.50
10	yd. mi.	Hauling Filler	.10	1.00
70	sq. yds.	Portland Cement Concrete Pavement	1.85	129.50
20	lin. ft.	Expansion Joints in Pavement	.20	4.00
50	lin. ft.	Contraction Joints	.03	1.50
15	only	Dowel Bars	.18	2.70
90	tons	Class "B" Asphaltic Concrete	6.50	585.00
50	tons	Class "C" Asphaltic Concrete	6.50	325.00
2.0	cu. yds.	Furnishing and Placing Aggregates	3.00	6.00
0.5	tons	Furnishing and Placing SC-6 or RT-8 Bituminous Cement	30.00	15.00
			Subtotal	$ 1,972.20
			10% Engr. & Cont.	197.22
			Total	2,169.42

Length	.037 mile
Cost per mile	$ 58,632.97

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Dual Type Pavement	$ 49,688.65	$ 28,170.00	$ 21,518.65
Asphaltic Concrete Pavement	2,169.42	1,230.00	939.42
	$ 51,858.07	$ 29,400.00	$ 22,458.07

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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568

R.

200-C-1

March 25, 1941

[illegible] Bros.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 9.97 mile grading and paving on the West Sheridan Section of the Salmon River Highway, in Yamhill County. This award was based on your bid submitted February 28, 1941, in the amount of $48,000.70, your bid being the low combination bid submitted for the Deer Creek-Bellevue Section and the West Sheridan Section of the Salmon River Highway.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - E. N. Probert
G. S. Paxson

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON MARCH 25 1941

BERKE BROS.
7923 N. E. HALSEY
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING AND PAVING WEST SHERIDAN SECTION OF SALMON RIVER HIGHWAY BASED ON YOUR BID SUBMITTED FEBRUARY 26, 1941. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File.

By

MS [illegible] Secretary

a

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APR 24 1941
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300-C-1

April 21, 1941

Berke Bros.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2440 which was awarded to you on March 25 by the State Highway Commission covering the West Sheridan Section of the Salmon River Highway in Yamhill County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

RECEIVED
MAR 31 1941
FOR [illegible]

300-C-1

March 27, 1941

Berke Bros.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2440, which was awarded to you by the State Highway Commission on March 25, 1941, covering grading and paving on the West Sheridan Section of the Salmon River Highway, in Yamhill County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BS

300-C-1

a

STANDARD TIME INDICATED
RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DES ATING SERVICE SELECTED ARE OUTLINE 'S TARIFFS ON HAND AT E N FILE WITH REGULATORY AUTHORITIES.

(28)

Form 16

R37 20 GOVT=NX PORTLAND ORE 25 219P 1941 MAR 25 PM 2 31

R H BALDOCK=
STATE HIGHWAY ENGINEER SALEM ORE=

RETEL TODAY WE HEREBY CONCUR IN AWARD CONTRACT ON FAS PROJECT SN-FA 300-C (1). WEST SHERIDAN TO BERKE BROS=
:ANDREWS.

AS SN-FA 300-C (1).:

SALEM, OREGON
MARCH 25, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

ACQUISITION RIGHTS OF WAY FOR WEST SHERIDAN PROJECT NOW COMPLETED STOP REQUEST YOUR CONCURRENCE IN AWARD OF CONTRACT TODAY TO BERKE BROS. OF PORTLAND

R. H. BALDOCK

~~Charge~~ to the account of ______________________ $ __________

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MARCH 25, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

ACQUISITION RIGHTS OF WAY FOR WEST SHERIDAN PROJECT NOW COMPLETED STOP REQUEST YOUR CONCURRENCE IN AWARD OF CONTRACT TODAY TO BERKE BROS. OF PORTLAND

R. H. BALDOCK

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 12, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. SN-FAP 300-C (1), the West Sheridan Section of the Salmon River Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until all necessary right of way has been secured.

The item of Class A asphaltic concrete has been changed on the estimate to Class C to agree with the other papers.

Copies of the usual city resolution covering maintenance should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

R

February 11, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way statement and three copies of form PR 46, showing material requirements for the West Sheridan Section, Project No. SN-FAP 300-C (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. E. Probert
Office Engineer

Dist. by J. W. Nash/EB

Encl.

Oregon State Highway Department

Federal Aid Project
No. [illegible]-FAP 300-C (1)

EAST SHERIDAN SECTION OF THE
SALMON RIVER HIGHWAY IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 11, 1941

Dual Type Pavement (Sta. 0+02.5 to 0+09 = 0+00 to 28+30)

All Required		Clearing and Grubbing		$ 200.00
10	sq. yds.	Removal of Old Pavement	$ .50	5.00
125	sq. yds.	Removal of Walks	.20	25.00
300	lin. ft.	Removal of Curbs	.10	30.00
2	only	Removal of Catch Basins	5.00	10.00
All Required		Removal of Guard Fence		50.00
90	cu. yds.	Structural Excavation, Unclassified	1.50	135.00
24,000	cu. yds.	Borrow Excavation, Unclassified	.50	12,000.00
2,500	cu. yds.	General Excavation, Unclassified	.30	750.00
144,000	yd. sta.	Short Overhaul	.008	1,152.00
8,600	C-yd.sta.	Long Overhaul	.40	3,440.00
0.53	mile	Finishing Roadbed and Slopes	300.00	159.00
24	lin. ft.	8" Sewer Pipe	.75	18.00
260	lin. ft.	12" Sewer Pipe	1.00	260.00
80	lin. ft.	12" Concrete Pipe	1.00	80.00
40	lin. ft.	24" Corr. Metal Pipe	3.00	120.00
44	lin. ft.	36" Corr. Metal Pipe	5.00	220.00
60	lin. ft.	Extra for Installing Pipe Under Pavement	.50	30.00
5	only	Concrete Catch Basins	25.00	125.00
160	cu. yds.	Concrete Curbs	20.00	3,200.00
220	sq. yds.	Concrete Driveways	1.70	374.00
180	sq. yds.	Concrete Walks	1.50	270.00
60	lin. ft.	Expansion Joints in Concrete Walks	.15	9.00
1,680	tons	3" - 0" Material in Base	.70	1,176.00
190	tons	3/4" - 0" Material in Footpaths and Foundation Course	1.20	228.00
197	tons	½" - 0" Material in Cushion Course	1.20	236.40
118	cu. yds.	Filler	.40	47.20
590	yd. mi.	Hauling Filler	.15	88.50
50	M-gals.	Sprinkling	1.50	75.00

3,800	sq. yds.	Portland Cement Concrete Base	$ 1.70	$ 6,460.00
4,530	sq. yds.	Portland Cement Concrete Pavement	1.80	8,154.00
980	lin. ft.	Expansion Joints in Pavement	.20	196.00
2,450	lin. ft.	Contraction Joints	.04	98.00
485	only	Dowel Bars	.20	97.00
680	tons	Class "B" Asphaltic Concrete	7.00	4,760.00
470	tons	Class "A" Asphaltic Concrete	7.00	3,290.00
68	tons	Furnishing and Placing Aggregates	3.00	204.00
5.5	tons	Furnishing and Placing SC-6 or RT-8 Bituminous Cement	30.00	165.00
		Subtotal		$ 48,017.10
		10% Engr. & Cont.		4,801.71
		Total		$ 52,818.81

Length 0.536 mile
Cost per mile $ 98,542.55

Asphaltic Concrete Pavement (Sta. 28+30 to 30+26)

All Required		Clearing and Grubbing		$ 20.00
10	sq. yds.	Removal of Old Pavement	$ .50	5.00
25	sq. yds.	Removal of Walks	.20	5.00
200	lin. ft.	Removal of Curbs	.10	20.00
1,000	cu. yds.	Borrow Excavation, Unclassified	.50	500.00
6,000	yd. sta.	Short Overhaul	.008	48.00
400	C-yd.sta.	Long Overhaul	.40	160.00
.04	mile	Finishing Roadbed and Slopes	300.00	12.00
10	cu. yds.	Concrete Curbs	20.00	200.00
20	tons	3" - 0" Material in Base	.70	14.00
10	tons	3/4" - 0" Material in Footpath and Foundation Course	1.20	12.00
3	tons	¼" - 0" Material in Cushion Course	1.20	3.60
2	cu. yds.	Filler	.40	.80
10	yd. mi.	Hauling Filler	.15	1.50
70	sq. yds.	Portland Cement Concrete Pavement	1.80	126.00
20	lin. ft.	Expansion Joints in Pavement	.20	4.00
50	lin. ft.	Contraction Joints	.04	2.00
15	only	Dowel Bars	.20	3.00
90	tons	Class "B" Asphaltic Concrete	7.00	630.00
50	tons	Class "A" Asphaltic Concrete	7.00	350.00
2.0	cu. yds.	Furnishing and Placing Aggregates	3.00	6.00
0.5	ton	Furnishing and Placing SC-6 or RT-8 Bituminous Cement	30.00	15.00
		Subtotal		$ 2,137.90
		10% Engr. & Cont.		213.79
		Total		$ 2,351.69

Length .037 mile
Cost per mile $ 63,559.18

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Dual Type Pavement	$ 52,818.81	$ 22,977.00	$ 29,841.81
Asphaltic Concrete Pavement	2,351.69	1,023.00	1,328.69
	$ 55,170.50	$ 24,000.00	$ 31,170.50

[illegible]

[illegible]

[illegible]

[illegible]

WEST SHERIDAN SECTION

PROJECT NO. SN-FAP 300-C (1)

While negotiations for right of way are under way, four parcels have not been acquired, nor has the right to occupy and use the parcels been secured, but it is now believed that all necessary right of way can be made fully available within fourteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

February 11, 1941

PR 46

Roadway (West Sheridan Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) March 20, 1941

State Oregon

Completion Date (Est.) July 31, 1941

Project No. SN-FAP 300-C (1)

Estimated Total Cost Roadway $ 55,170.50

Length: Miles .973

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	2,700	6	Metal culvert pipe	Lb.	3,300
2	Aggregates	Cy.	10	7	Reinforcing steel	Lb.	2,200
3	Bituminous mat.	Gal.	21,000	8	Structural steel	Lb.	
4	Lumber	M.	16	10	Explosives	Lb.	18,000
5	Timber piling	Lft.					

Form E-30—25M—4-39

(2d)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUL 11 1940
FOR FILING

[illegible]
Projects
Estimates + Reports
Sheridan
31-3-1

From: C. B. McCullough

To: R. H. BALDOCK

Subject: Estimate for Sheridan Improvement

The attached estimate from H. G. Smith is in response to the action of the Highway Commission on January 10, 1940, as expressed in the following minute entry:

> "A delegation from the town of Sheridan, headed by Mayor E. J. Bayliss and including Cecil Harrison, President of the Chamber of Commerce; and E. M. Huntley, came before the Commission and asked for the improvement of the McMinnville-Tillamook Highway through their town. The Engineer estimated the cost of such improvement, which extends from Bridge Street to the west city limits, a distance of about 0.6 mile, at $20,000, the city to construct fills as may be necessary and the state to construct concrete curbs and pave the entire width between curbs. Mr. Bayliss pointed out that the city contemplates doing considerable WPA street work this year and will probably have considerable excavation material to spare, so it is in much better position to cooperate in the state's improvement than heretofore. After discussion the delegation was informed by Chairman Cabell that the Commission appreciates that this is a needy improvement and looks with favor upon the project, but whether or not it could undertake it this year depends upon the Commission's ability to finance it. The Engineer was thereupon authorized and instructed to make a detailed survey of the project and to ascertain just what is necessary in regard to embankment construction.

C. B. McCullough

R

Form E-30—Revised—30M—1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16th, 1940

Subject: Estimate for Sheridan Improvement.

To: Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

Sometime ago the community of Sheridan asked the Highway Commission to widen the street between Bridge Street and the west city limits. The estimated cost of this work is $48,806.50.

I believe the City offered to provide the right of way and make one of the larger fills which contains about 21,000 yards.

This provides for a 30-foot roadway with 8-foot parking strips and 7-foot sidewalks on each side.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

7:30

HGS:AR

Form E-30—Revised—[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

McMinnville, Oregon.
March 9, 1940

Subject: Estimate of cost for West Sheridan
Paving Project.
Job 56-2825.

To: F.D. Eason,
Division Engineer,
Salem, Oregon.

Item.	Unit.	Quantity	Price.	Amount.
1. Claering and Grubbing	All			300.00
2. Trench Excavation	C.Y.	86.0	1.00	86.00
3. Excavation Single Class	"	21500.0	0.30	6450.00
4. " Solid Rock Borrow	"	4000.0	0.60	2400.00
5. Overhaul	Yd. Sta.	870.0	0.01	8.70
6. Truck Haul	Yd. Mile	29100.0	0.12	3492.00
7. Finishing Roadbed and Slopes	Mile	0.66,	200.00	132.00
8. Removal of Asphalt Pavement	Sq. Yd.	20.0	0.50	10.00
9. Removal of Curbs.	Lin feet.	860.0	0.10	86.00
10. Removal of Concrete Sidwalk	Sq. Yd.	120.0	0.20	24.00
11. Removal of catch Basins	Each	2	5.00	10.00
12. Salvage 6" Sewer Pipe	Lin feet	24.0	0.15	3.60
13. 8" Sewer Pipe	" "	20.0	0.60	12.00
14. 12" Sewer Pipe	" "	260.0	1.00	260.00
15. 12" Concrete Pipe	" "	90.0	1.00	90.00
16. 24" Corrugated Metal Pipe	" "	50.0	2.35	117.50
17. 36" " " "	" "	50.0	5.00	250.00
18. Concrete Curb	C.Y.	56.0	22.00	1232.00
19. Concrete Sidewalk	Sq.Yd.	75.0	1.50	112.50
20. Concrete Driveway Apron Type "C"	" "	90.0	1.70	153.00
21. 3" - 0" Material in Rock Base	C.Y.	1200.0	0.90	1080.00
22. 3/4" - 0" Crushed Material Cushion	"	450.0	1.75	787.50
23. Filler	"	120.0	0.30	36.00
24. Hauling Filler	Yd. Mile	600.0	0.12	72.00
25. Portland Cement Base	Sq. Yd.	3800.0	1.70	6460.00
26. Portland Cement Concrete Pavement	" "	5000.0	1.80	9000.00
27. 3/4" Expansion Joints	Lin. Feet	550.0	0.15	82.50
28. Contraction Joints	" "	2500.0	0.03	75.00
29. Dowels	Each	2500.0	0.15	375.00
30. Class "B" Asphaltic Concrete	Tons	800.0	7.00	5600.00

Form E-30—Revised—25M—6-30

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Page 2. of 2.

Subject: Estimate of Cost of West Sheridan Paving
Project.
Job. 36-2825.

To:

Item	Unit	Quantity	Price	Amount.
31. Cutback Asphalt Wearing Surface	Ton	500.0	7.00	$3500.00
32. Mineral Aggregate in Place	C.Y.	40.0	3.50	144.00
33. Heavy Tar in Place	Ton	5.0	22.00	110.00
		Total		$42551.30
		Add 10%		4255.20
				$46806.50

Very truly yours

Resident Engineer.

CONTRACT #244

SN-FAP 27-4 St. Helens Sec., Columbia 1941
River Hwy.
#2441

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Sh-7aP 27-4

February 21, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Harmer, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of February 17, you are advised that Contract No. 2441, with The United Contracting Company, was completed September 6, 1941, and was accepted by the State Highway Commission on October 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

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D DeSart

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JAN 29 1942
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27-4

January 29, 1942

Columbia Casualty Company
Jas. McI Wood, West & Company
625 Failing Building
Portland, Oregon

Gentlemen:

You are advised that a revised final payment will be made on state highway contract No. 2441 for grading and paving on the St. Helens Section of the Columbia River Highway, in Columbia County, and that payment will be paid to the contractor on or after February 9, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $28,336.83, and no force account work was performed therein.

This contract was completed on September 6, 1941, and was accepted by the State Highway Commission on October 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

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D. DeSart

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27-4

Salem
January 26, 1942

Mr. H. G. Smith

You are advised that the Highway Commission has authorised relieving the United Contracting Company from penalty for overrun of time limit on their Contract No. 2441, St. Helens Section of the Columbia River Highway.

The Commission also approved the extension of time for Frank Penepakker on Contract No. 2412, South Unit, Algoma Terminal Section of the The Dalles California Highway until next spring when the connection between the old and new highway can be completed at the South end of the project. Mr. Penepacker is to be paid as much in the meantime as possible.

C. B. McCullough

JM:CA

R

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27-4

January 20th, 1942

Oregon State Highway Commission

Gentlemen:

The United Contracting Company has protested against the engineering assessed against Contract No. 2441, St. Helens grading and paving project. These charges amount to $191.94 after deducting all the allowances possible for delay in award and increase in contract amounts.

The date of completion was specified at July 31st, 1941, and the actual date of completion was September 6th, 1941, but twenty-five days of this have been deleted on account of the above mentioned credits.

I would like to recommend that this engineering charge be cancelled on account of the uncertainties in labor and equipment during the 1941 season. It is my belief that the contractors have carried on to the best of their ability and that no engineering penalties should be invoked.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

R

St. Helens Section
SN-FAP 27(a)

Bids rec'd	2-27-41
Awarded	3-27-41
Started	4-23-41
Date of	7-31-41
Completed	9-6-41

Ray L. Houck low bidder

Con. awarded 28 days after bids were received — minus 10 days leaves 18 days that contract would be automatically extended

Cont. was completed Sept 6th or 37 days after set completion date.

18 days for delay in awarding.
4 " over run of contract.
Total 22 days extension without penalty
15 " " with penalty
37 total extension

G COMPANY

November 18th-1941.

for the improvement
No. 2441; same has hetnbeen
ing on this contract
contract was delayed
data so that you can

date of completion
is contract, the low
igures. The Commission
idder; United Contracting
tracts for signatures
u for the signatures
of contract for our
The contract was
of the delays; one day
making a total of
ly 31st, would make the
n time be made you
n the time allowed.

Verytruly yours,

M J Lynch

Secy. Treas.

NOV 26 1941

THE UNITED CONTRACTING COMPANY
GENERAL CONTRACTORS
811 STOCK EXCHANGE BUILDING
PORTLAND, OREGON

November 18th-1941.

Mr. R. H, Baldock,
Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon

Dear Sir:-

We are returning herewith final estimate for the improvement Columbia River Highway, Columbia Highway, Contract No. 2441; same has not been signed by us as we believe the charges for engineering on this contract should not be charged to us. The awarding of this contract was delayed by the Commission and we are giving you additional data so that you can judge for yourself.

We bid on this work February 27th, 1941; date of completion July 31st-, 1941. We were the second bidders on this contract, the low bidder declining to go ahead with the work on his figures. The Commission later decided to award the contract to the second bidder; United Contracting Company. This was the latter part of March and contracts for signatures were forwarded to us on March 29th and return to you for the signatures of the Commissioners on April 1st. The signed copy of contract for cur files was mailed by your office on April 7th, 1941. The contract was completed on September 6th, 1941. Now; on account of the delays; one day in February; 31 Days in March and 8 days in April, making a total of 40 days added to the original date of completion July 31st, would make the completion date September 7th. If this allowance in time be made you can agree that we have completed the contract within the time allowed.

Thank you.

Verytruly yours,

M J Lynch

Secy. Treas.

NOV 26 1941

27-7

R.H. Baldock
Chief Engineer

R

FINAL COST ANALYSIS
St. Helens Section
Columbia River Highway

Contract No. 2441
United Contracting Co., Contractor

Prefix 5-1108
Rodney Porter, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
*Clearing & Grubbing	$300.00	All			Lump	$300.00
*Removal of Pavement	411.58	2,057.9	Sq. Yd.	$0.20	$0.20	411.58
*Struct. Exc., Unclass.	161.40	107.6	Cu. Yd.	1.50	1.50	161.40
*General " "	4,463.33	5,951.1	" "	0.75	0.75	4,463.33
*Short Overhaul	133.68	6,683.9	Yd. Sta.	0.02	0.02	133.68
*Long Overhaul	0.14	0.27	C-Yd. Sta.	0.50	0.50	0.14
*Finishing Roadbed & Slopes	416.00	0.52	Mile	800.00	800.00	416.00
*12" Concrete Pipe	97.50	78	Lin. Ft.	1.25	1.25	97.50
*18" " "	162.15	69	" "	2.35	2.35	162.15
*24" " "	263.25	81	" "	3.25	3.25	263.25
3½"-2" Rock in Base	5,066.74	2,975.68	Ton	1.70	1.50	4,463.52
3/4"-0 Rock in Base & Shldrs.	4,608.00	2,905.05	"	1.59	1.50	4,357.58
Sprinkling	228.26	94.8	M-Gal.	2.41	2.50	237.00
Class "A" Asph. Concrete	4,389.11	960	Ton	4.57	5.40	5,184.00
" "B" " "	4,334.08	1,003	"	4.32	5.40	5,416.20
" "C" " "	1,599.93	385	"	4.16	5.40	2,079.00
PA #1, Rock Borrow	371.00	254	Cu. Yd.	1.46	0.75	190.50
Engineering Penalty						- 254.22
	$27,006.15					$28,082.61

Gross Revenue	$28,082.61
Net Cost	27,006.15
Net Profit	$1,076.46

Net Profit Equals 3.83% of Gross Revenue

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* Sub-contracted to J. A. Lyons.

Detail of Cost
St. Helens Section

Labor:					
Supervision				$920.79	
Labor				4,981.68	
State Industrial Accident Ins.				460.39	
Soc. Sec. & Unemployment Ins.				295.14	
					$6,658.00
Materials:					
$3\frac{1}{2}$"-2" Base Rock	2,572	cu. yds.	at $1.00	$2,572.00	
3/4"-0 Rock in Base & Shldrs.	2,050	" "	" 1.00	2,050.00	
Paving Agg. & Sand	1,861	" "	" 1.00	1,861.00	
Rock Borrow	254	" "	" 0.80	203.20	
61-70 Asphalt	88	tons	" 17.30	1,522.40	
RC-5 Asphalt	25	"	" 14.40	360.00	
					8,568.60
Equipment Rental & Misc.:					
Equipment Rental				$1,776.93	
Hired Trucks (including gas, oil & Grease)	104	hours	at $2.15	223.60	
Gasoline, Oil & Grease				1,215.60	
Form Lumber				180.58	
Tools & Misc. Supplies				403.26	
Cartage				500.04	
Public Liability Ins.				59.03	
Bond				219.29	
Home Office & Gen. Overhead				792.19	
					5,370.52
Sub-Contract to J. A. Lyons:					
Clearing & Grubbing	All			$300.00	
Removal of Pavement	2,057.9	cu. yds.	at $0.20	411.58	
Struct. Exc., Unclass.	107.6	" "	" 1.50	161.40	
General " "	5,951.1	" "	" 0.75	4,463.33	
Short Overhaul	6,683.9	yd. sta.	" 0.02	133.68	
Long "	0.27	C-Yd. Sta.	0.50	0.14	
Finishing Roadbed & Slopes	0.52	Miles	at $800.00	416.00	
12" Concrete Pipe	78	lin. ft.	at $1.25	97.50	
18" " "	69	" "	" 2.35	162.15	
24" " "	81	" "	" 3.25	263.25	
					6,409.03
		Total Cost			$27,006.15

Cost of Work Sub-Contracted to J. A. Lyons

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$182.92	All			Lump	$300.00
Removal of Pavement	398.05	2,057.9	Sq. Yd.	$0.19	$0.20	411.58
Struct. Exc., Unclass.	181.07	107.6	Cu. Yd.	1.68	1.50	161.40
General " , "	8,857.98	5,951.1	" "	1.49	0.75	4,463.33
Short Overhaul	131.15	6,683.9	Yd. Sta.	0.02	0.02	133.68
Long Overhaul	0.14	0.27	C-Yd. Sta.	0.50	0.50	0.14
Finishing Roadbed & Slopes	127.60	0.52	Mile	245.00	800.00	416.00
12" Concrete Pipe	82.43	78	Lin. Ft.	1.06	1.25	97.50
18" " "	154.97	69	" "	2.25	2.35	162.15
24" " "	261.64	81	" "	3.23	3.25	263.25
	$10,368.95					$6,409.03

Net Cost	$10,368.95
Gross Revenue	6,409.03
Net Loss	$3,959.92

Net Loss Equals 61.8% of Gross Revenue

Detail of J. A. Lyons Costs

Labor:

Supervision	$690.00	
Labor	3,169.84	
State Industrial Accident Ins.	231.60	
Social Security & Unemployment Ins.	193.00	
		$4,284.44

Materials:

12" Concrete Pipe	78 lin. ft.	at	$0.67	$52.26	
18" " "	69 " "	"	1.58	109.02	
24" " "	81 " "	"	2.12	171.72	
Sand	2 sacks	"	0.50	1.00	
Cement	1 sack	"	1.00	1.00	
					335.00

Equipment Rental & Misc.:

Equipment Rental	$3,157.78	
Gasoline, Oil & Grease	372.02	
Explosives	700.46	
Tools & Miscellaneous	969.69	
Cartage	144.88	
Public Liability	38.60	
Bond	64.08	
Home Office & General Overhead	302.00	
		5,749.51
Total Cost		$10,368.95

Breakdown of Paving Costs

Class "A" Asphaltic Concrete:

	Cost	Quantity	Unit Cost
Move In & Set Up	$322.62	960 Tons	$0.34
Headers	311.64	" "	0.32
Mix	766.15	" "	0.80
Haul to Road (Av. Haul 0.6 Mi.)	312.92	" "	0.33
Handle on Road	715.40	" "	0.75
Cost of Aggregate	761.15	" "	0.79
Cost of Asphalt (61-70)	744.26	" "	0.77
Supervision & Overhead	454.97	" "	0.47
Total	$4,389.11	960 Tons	$4.57

Class "B" Asphaltic Concrete:

	Cost	Quantity	Unit Cost
Move In & Set Up	$336.82	1,003 Tons	$0.34
Headers	325.35	" "	0.32
Mix	729.89	" "	0.73
Haul to Road (Av. Haul 0.6 Mi.)	307.41	" "	0.31
Handle on Road	606.79	" "	0.60
Cost of Aggregate	794.65	" "	0.79
Cost of Asphalt (61-70)	778.14	" "	0.78
Supervision & Overhead	455.03	" "	0.45
	$4,334.08	1,003 Tons	$4.32

Breakdown of Paving Costs

Class "C" Asphaltic Concrete:

	Cost	Quantity	Unit Cost
Move In & Set Up	$129.37	385 Tons	$0.34
Headers	125.82	" "	0.32
Mix	235.91	" "	0.62
Haul to Road (Av. Haul 0.6 Mi.)	106.27	" "	0.28
Handle on Road	186.03	" "	0.48
Cost of Aggregate	305.20	" "	0.79
Cost of Asphalt (Rc-5)	360.00	" "	0.94
Supervision & Overhead	151.33	" "	0.39
Total	$1,599.93	385 Tons	$4.16

St. Helens Section

REMARKS:

This contract, a federal aid project, was let February 27th, 1941 and was awarded to the second low bidder, the United Contracting Co. on March 27th, 1941. Roy L. Houck was the low bidder but forfeited because of a mistake he made in his bid. Work began on this contract on April 23rd, 1941, and the contract was completed on September 6th, 1941.

The grading work was sub-contracted by J. A. Lyons at the bid prices, and he suffered a heavy loss on the excavation due to an extremely low bid for the type of work involved. The excavation consisted of solid rock in very shallow cuts, and this rock was extremely hard. The contractor's bid of $0.75 per cu. yd. did not take care of even the drilling and shooting, which cost $0.96 per cu. yd. A 315 c.f. compressor and 3 hammers were used in the drilling operation, and a D-8 caterpillar and dozer along with a 12 cu. yd. carryall was used in moving and placing the material.

The surfacing and paving were done by the United Contracting Co. A loss was suffered on the rock items due chiefly to the inconsistent production of the rock by the commercial plant from which it was purchased. This part of the work progressed very slowly. This material was hauled from the bunkers of the Waters commercial plant with an average of two trucks.

A small profit was made on the asphaltic concrete, but this should have been larger had there been no delays suffered on account of the inconsistent production of the mineral aggregates. A portable asphalt plant mounted on a railway flat car was used for the mixing of the asphaltic concrete. This plant averaged 13.9 tons per hour of operation. Two trucks were used to haul the asphaltic concrete from the plant to the road, an average haul of 0.60 mile.

The loss suffered by J. A. Lyons was entirely due to an insufficient bid. The United Contracting Co. should have shown a larger profit, but slow production and high overhead held it to a minimum.

E. H. Clymer
Cost Analyst

By . . A. C. Vincent

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NOV 21 1941
FOR [illegible]

27-7

November 19, 1941

United Contracting Company
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 17, 1941, granted your request for an extension of time from July 31 to September 6, 1941, in connection with contract No. 2441 for grading and paving the St. Helens Section of the Columbia River Highway, in Columbia County, subject to the condition that you reimburse the state for extra engineering expense incurred subsequent to August 19, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - E. A. Collier

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NOV 14 1941
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November 14, 1941

Columbia Casualty Company
Jas. McI. Wood, West & Company
625 Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2441 for grading and paving on the St. Helens Section of the Columbia River Highway, in Columbia County, has been completed by The United Contracting Company, and that final settlement will be made on or after November 24, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $28,082.61, including final payment, and that no force account work was performed therein. This contract was completed on September 6, 1941, and accepted by the Commission October 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

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NOTED
D. C. DeSart

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OCT 21 1941
FOR FILING

27-4

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#2441

October 21, 1941

Columbia Casualty Company
Jas. McI Wood & Company
625 Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to The United Contracting Company, 311 Stock Exchange Building, Portland, Oregon, on contract No. 2441 covering 0.52 mile grading and 0.64 mile paving on the St. Helens Section of the Columbia River Highway, in Columbia County. This payment, in the amount of $1,396.39, will be made on or after October 31, 1941. The retained percentage is $849.80.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. C. DeSart

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Form E-1—[illegible]—10-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

27-4

For Week Ending Sep. 20, 1941

Section St. Helens

Kind of work Grading and Paving

Highway Columbia River

Section prefix 5-1108

Contractor United Contracting Co.

Contract number 2441

Date of contract March 27, 1941

Date of completion July 31, 1941

Date work started April 23, 1941

Estimated date of completion Sep. 6, 1941

Amount of contract $26,459.50

Per cent of time elapsed 129 %

Estimated cost of completed project, exclusive of engineering $28,300.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $2275.00, 143 %

Date project was completed Sep. 6, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Delaney and myself engaged this week in preparing the final estimate. The computation and summation of the final quantities are now practically completed. The preparation of the final profile and construction map is in progress.

NOTED
RAY WE

RECEIVED
SEP 22 1941
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
E. M. BOOTH

NOTED
VAN SCOY

Signed

Address 9200 SE McLoughlin Blvd. Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.52	0.52			0.64
Miles partially completed	0.52	0.52			0.64
Miles completed	0.52	0.52			0.64
Total estimated quantities	6000 CY	6000 Tons			2348 Ton
Estimated quantities moved or placed to date	6000 CY	5900 Tons			2348 Ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Showers		
Tuesday	Pt.Cloudy		
Wednesday	Cloudy		
Thursday	Showers		
Friday	Showers		
Saturday	Cloudy		

STATE PRINTING DEPT.

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 25 1941
OREGON
TE HIGHWAY COMMISSION

27-4

June 24, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are unable to find bid tabulations for Oregon Federal Aid Project 27 (4), the St. Helens Section, for which bids were opened on February 27, 1941. This contract was first awarded to Roy L. Houck, and upon Mr. Houck's withdrawal it was then awarded to the United Contracting Co. Will you please send three copies of this tabulation at your early convenience.

We note that the agreement estimate for this project also has not been received.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

Sent 7/27/41
Jron

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APR 8 1941
FOR FILING

27-4

April 7, 1941

United Contracting Co.
311 Stock Exchange Bldg.
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2441, which was awarded to you on March 27, 1941, by the State Highway Commission, covering grading and paving on the St. Helens Section of the Columbia River Highway, in Columbia County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

RECEIVED
MAR 31 1941
FOR FILING

W-FAP
27-4

March 29, 1941

United Contracting Co.,
311 Stock Exchange Bldg.,
Portland, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2441 which was awarded to you on March 27th covering the grading and paving of the St. Helens Section of the Columbia River Highway, in Columbia County.

Please have all four copies of this contract properly executed as to agreement and bond and return them to this office for approval by the Highway Commission. When this is secured a fully executed copy will be returned to you for your files and a copy will also be furnished the surety on your bond.

Your attention is called to the paragraph under Section 6 of the General Provisions (page 15) which relates to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also directed to the provision under this same section which relates to payment by the contractor of amounts due hospital associations, etc.

Yours very truly,

DD:MC

Secretary

RECEIVED
JUN 2 1941
FOR FILING

27-4

#2441

March 28, 1941

The United Contracting Company
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission on March 27, 1941, awarded to you the contract for 0.52 mile grading and 0.64 mile paving on the St. Helens Section of the Columbia River Highway, in Columbia County. This award was based on your second-low bid of $26,459.50 submitted on February 27, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

ED:AH

cc - S. H. Probert
G. S. Paxson

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON MARCH 28 1941

UNITED CONTRACTING COMPANY
311 STOCK EXCHANGE BUILDING
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU ON MARCH 27 1941 CONTRACT FOR GRADING AND PAVING ST. HELENS SECTION OF COLUMBIA RIVER HIGHWAY BASED ON YOUR SECOND-LOW BID SUBMITTED FEBRUARY 27 1941. CONTRACT FORMS FOLLOW SHORTLY

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File

fact that the second low bid is below the engineer's estimate for the project, the Commission desires to now make the award of contract to the second low bidder, which is the United Contracting Company of Portland, Oregon.

May we have your concurrence in the award of the contract to the United Contracting Company on March 27?

Very truly yours,

R. H. Baldock
Chief Engineer

RECEIVED
APR 2 1941
FOR FILING

March 26, 1941

Mr. W. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

This is to advise that Roy L. Houck, low bidder on the St. Helens grading and paving project, Project NH-FAP 27 (4), has rejected the award of contract which was made to him on February 27, and has made payment to us on his bid bond in the amount of $859.43. His claim, in connection with the rejection, is that an error of $1.00 per yard was made in his bid price for "General Excavation, Unclassified," which error affected the amount of his bid to the extent of $6,000.

In view of this rejection, and in view also of the fact that the second low bid is below the engineer's estimate for the project, the Commission desires to now make the award of contract to the second low bidder, which is the United Contracting Company of Portland, Oregon.

May we have your concurrence in the award of the contract to the United Contracting Company on March 27?

Very truly yours,

R. H. Baldock
Chief Engineer

RECEIVED
APR 2 1941
FOR FILING

27-4

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

#2441

March 27, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your advice that Roy L. Houck, low bidder on Oregon Federal Aid Project SN-FAP 27 (4), the St. Helens Section, has rejected the award of contract made to him on February 27, 1941 claiming an error of $1.00 per cubic yard in his unit bid price for "General Excavation, Unclassified" and made payment on his bid bond.

In view of the fact that the second low bid was reasonable we hereby confirm our verbal concurrence in award of contract, as of this date, to the United Contracting Company, Portland, Oregon, who submitted the second low bid.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

RECEIVED

SN-FAP-27-4

March 4, 1941

Mr. Roy L. Houck
U. S. National Bank Building
Salem, Oregon

Cancelled

Dear Sir:

We hand you herewith four copies of Contract No. ~~[illegible]~~ which was awarded to you by the State Highway Commission on February 27, 1941, covering the grading and paving of the St. Helens Section of the Columbia River Highway, in Columbia County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 of the printed General Provisions (page 15) relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MBL

1941

5-23-500

March 3, 1941

Mr. T. M. Davis
Senior Highway Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith three copies of encroachment and traffic resolution for Project SN-FAP 27-4. This is for the project in St. Helens, on which bids were opened February 27.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

RECEIVED
MAR 4 - 1941

SN-FAP-27-4

February 28, 1941

Mr. Ray L. Houck
U. S. National Bank Bldg.
Salem, Oregon

Cancelled

Dear Sir:

The State Highway Commission on February 27, 1941, awarded you the contract for 0.52 mile grading and 0.64 mile paving on the St. Helens Section of the Columbia River Highway, in Columbia County. This award was based on your low bid of $17,188.90 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert
G. S. Paxson

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FOR FILING

27-4

2c-1

Portland, Oregon
February 27, 1941
10:30 A.M.

Oregon State Highway Commission
Public Service Bldg.
Portland, Oregon

Gentlemen:

In connection with my bid on the St.Helens Section, Grading and Paving, Columbia County. I herewith withdraw my proposal bid due to a mistake in bidding item #4, 6000 cy general excavation, unclassified. This mistake was made by totaling two different jobs at one time namely the St. Helens Section, Columbia County and Ramsey-Blalock, grading and surfacing, Gilliam County. This item should have read .51 instead of .14 as bid.

Yours very truly,

R.L.Houck

R.L.HOUCK

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

RECEIVED
MAR 3 - 1941
STATE HIGHWAY [illegible]

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 27, 1941

SN-FAP-27-4

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. SN-FAP 27 (4), St. Helens Section of the Columbia River Highway, to Roy L. Houck, Salem, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

8-25-[illegible]

February 15, 1941

Mr. J. E. Beeler
City Recorder
St. Helens, Oregon

Dear Sir:

We are enclosing herewith six copies of a resolution form required by the Public Roads Administration where improvements are made on state highways through municipalities. This resolution provides that no encroachments will be permitted by the city upon the right of way, and that no unreasonable restrictions will be placed upon traffic.

There are also enclosed four copies of a resolution in which the city agrees and approves the grades established for street improvements through municipalities.

The State Highway Commission plans to reconstruct a part of the Columbia River Highway from the north city limits of St. Helens to a point approximately 350 feet south of the intersection of the road to Vernonia. The Commission is calling for bids on this project on the 27th or 28th of February and, if a satisfactory bid is received, will award a contract. As a condition in the awarding of this contract, it is necessary that these resolutions be approved by the city authorities and returned to the Commission before the project can be awarded. I would, therefore, appreciate it, if it is possible for the city to do so, if these resolutions would be adopted, executed by the mayor and recorder, and five copies of the resolution relative to encroachments and traffic and three copies of the resolution relative to the establishment of grades be mailed to the Oregon State Highway Commission at Salem, attention of Oscar Cutler, so that they can reach this office not later than the 26th of February.

Under separate cover, we are mailing you one blueprint copy of the plans for this work, for the city's records.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

RESOLUTION

WHEREAS, State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, is routed through the City of St. Helens, Columbia County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, or roads, of said city; to wit:

The Columbia River Highway from the north city limits of St. Helens, southerly to a point approximately 350 feet southerly from the intersection of Houlton Road and the Columbia River Highway

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, the State Highway Commission of the State of Oregon has caused a survey to be made, and plans prepared for the improvement of the State Highway traversing the street or streets, or avenues, or roads, as described herein,

And, WHEREAS, if said proposed street improvement is carried out, the work will be done pursuant to a grade or grades fixed and established by the Highway Commission,

And, WHEREAS, the grade or grades and elevations to which the proposed improvement will be made are indicated upon the maps and plans prepared for the proposed improvement which are on file in the office of the Oregon State Highway Commission, at Salem, Oregon, copies of which have been submitted to the city for its record and for its approval, said grades being as follows, to wit:

Description of center line grade: Beginning at grade elevation 121.03 at the intersection of the north city limits of St. Helens with the center line of the Columbia River Highway; thence on a 1200-foot vertical grade curve to elevation 117.23 at the intersection of the center line of 17th Street with the center line of the Columbia River Highway; thence continuing on a 1200-foot vertical grade curve to elevation 116.01 at engineer's station 574+00 in the center line of the Columbia River Highway; thence to elevation 114+00 at the intersection of the center line of South Street with the center line of the Columbia River Highway; thence to elevation 107.82 at engineer's station 584+00 in the center line of the Columbia River Highway; thence on an 800-foot vertical grade curve to elevation 106.90 at the intersection of the center line of "C" Street with the center line of the Columbia River Highway; thence continuing on an 800-foot vertical grade curve to elevation 105.67 at the intersection of the center line of "B" Street with the center line of the Columbia River Highway; thence continuing on an 800-foot vertical grade curve to elevation 106.32 at engineer's station 592+00 in the center line of the Columbia River Highway; thence to elevation 106.41 at engineer's station 592+20 at the intersection of the center line of "A" Street with the center line of the Columbia River Highway; thence on a 400-foot vertical grade curve to elevation 103.19 at engineer's station 596+25 in the center line of the Columbia River Highway; thence to elevation 103.02 at the intersection of Houlton Road with the center line of the Columbia River Highway; thence to elevation 102.03 at engineer's station 597+00 in the center line of the Columbia River Highway; thence on a 200-foot vertical grade curve to elevation 99.95 at engineer's station 599+00 in the center line of the Columbia River Highway; thence to elevation 99.80 at engineer's station 600+00 in the center line of the Columbia River Highway approximately 350 feet southerly from the intersection of Houlton Road with the Columbia River Highway

And, WHEREAS, pursuant to Chapter 88, Oregon Laws 1931; and Chapter 529, Oregon Laws 1939; it is required that as a condition precedent to the change of the grade of any such street by the Commission, such grade change shall be consented to by the city.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of St. Helens, Columbia County, Oregon, that the grades established by the State Highway Commission for the proposed improvement of the street or streets, or avenues, or roads, as described herein and which are traversed by State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, the plans for which proposed improvement are on file in the office of the State Highway Commission at Salem, Oregon, and a copy or copies of which are on file in the records of the city, said grades being as follows, to wit:

Description of center line grade: Beginning at grade elevation 121.03 at the intersection of the north city limits of St. Helens with the center line of the Columbia River Highway; thence on a 1200-foot vertical grade curve to elevation 117.23 at the intersection of the center line of 17th Street with the center line of the Columbia River Highway; thence continuing on a 1200-foot vertical grade curve to elevation 116.01 at engineer's station 574+00 in the center line of the Columbia River Highway; thence to elevation 114+00 at the intersection of the center line of South Street with the center line of the Columbia River Highway; thence to elevation 107.82 at engineer's station 584+00 in the center line of the Columbia River Highway; thence on an 800-foot vertical grade curve to elevation 106.90 at the intersection of the center line of "C" Street with the center line of the Columbia River Highway; thence continuing on an 800-foot vertical grade curve to elevation 105.67 at the intersection of the center line of "B" Street with the center line of the Columbia River Highway; thence continuing on an 800-foot vertical grade curve to elevation 106.32 at engineer's station 592+00 in the center line of the Columbia River Highway; thence to elevation 106.41 at engineer's station 592+20 at the intersection of the center line of "A" Street with the center line of the Columbia River Highway; thence on a 400-foot vertical grade curve to elevation 103.19 at engineer's station 596+25 in the center line of the Columbia River Highway; thence to elevation 103.02 at the intersection of Houlton Road with the center line of the Columbia River Highway; thence to elevation 102.03 at engineer's station 597+00 in the center line of the Columbia River Highway; thence on a 200-foot vertical grade curve to elevation 99.95 at engineer's station 599+00 in the center line of the Columbia River Highway; thence to elevation 99.80 at engineer's station 600+00 in the center line of the Columbia River Highway approximately 350 feet southerly from the intersection of Houlton Road with the Columbia River Highway

are hereby approved, and consent is hereby given to such change, and the State Highway Commission hereby is permitted to construct, reconstruct, improve, repair, and/or maintain the said streets in accordance with said grade changes.

Passed by the Common Council of the City of St. Helens, Columbia County, Oregon, this 24th day of February, 1941.

BE IT FURTHER RESOLVED, that the Common Council does hereby agree, within its lawful authority but without financial obligation or liability, to cooperate with and aid the State Highway Commission in the accomplishment of such street construction, reconstruction, improvement, repair, and/or maintenance.

Description of center line grade: Beginning at grade elevation 121.03 at the intersection of the north city limits of St. Helens with the center line of the Columbia River Highway; thence on a 1200-foot vertical grade curve to elevation 117.23 at the intersection of the center line of 17th Street with the center line of the Columbia River Highway; thence continuing on a 1200-foot vertical grade curve to elevation 116.01 at engineer's station 574+00 in the center line of the Columbia River Highway; thence to elevation 114+00 at the intersection of the center line of South Street with the center line of the Columbia River Highway; thence to elevation 107.82 at engineer's station 584+00 in the center line of the Columbia River Highway; thence on an 800-foot vertical grade curve to elevation 106.90 at the intersection of the center line of "C" Street with the center line of the Columbia River Highway; thence continuing on an 800-foot vertical grade curve to elevation 105.67 at the intersection of the center line of "B" Street with the center line of the Columbia River Highway; thence continuing on an 800-foot vertical grade curve to elevation 106.32 at engineer's station 592+00 in the center line of the Columbia River Highway; thence to elevation 106.41 at engineer's station 592+20 at the intersection of the center line of "A" Street with the center line of the Columbia River Highway; thence on a 400-foot vertical grade curve to elevation 103.19 at engineer's station 596+25 in the center line of the Columbia River Highway; thence to elevation 103.02 at the intersection of Houlton Road with the center line of the Columbia River Highway; thence to elevation 102.03 at engineer's station 597+00 in the center line of the Columbia River Highway; thence on a 200-foot vertical grade curve to elevation 99.95 at engineer's station 599+00 in the center line of the Columbia River Highway; thence to elevation 99.80 at engineer's station 600+00 in the center line of the Columbia River Highway approximately 350 feet southerly from the intersection of Houlton Road with the Columbia River Highway

are hereby approved, and consent is hereby given to such change, and the State Highway Commission hereby is permitted to construct, reconstruct, improve, repair, and/or maintain the said streets in accordance with said grade changes.

Passed by the Common Council of the City of St. Helens, Columbia County, Oregon, this 24th day of February, 1941.

BE IT FURTHER RESOLVED, that the Common Council does hereby agree, within its lawful authority but without financial obligation or liability, to cooperate with and aid the State Highway Commission in the accomplishment of such street construction, reconstruction, improvement, repair, and/or maintenance.

Attest:

J E Beeler
City Recorder

R. W. Simeral
Mayor

- - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of St. Helens, Columbia County, Oregon, on the 24th. day of February, 1941, at the regular or special meeting of said Common Council.

Dated this 25th day of February 1941 1941.

J E Beeler
City Recorder

5-23-B
(1941)

RESOLUTION

WHEREAS, State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, is routed through the City of St. Helens, Columbia County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, or highways of said city; to wit:

The Columbia River Highway from the north city limits of St. Helens, southerly to a point approximately 350 feet southerly from the intersection of Houlton Road and the Columbia River Highway

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said highway until and unless the said City of St. Helens will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of St. Helens, Columbia County, Oregon, that no encroachments will be permitted on the streets and avenues or highways traversed by State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of St. Helens, Columbia County, Oregon, this 24 day of February 1941.

Attest:

City Recorder

Mayor

- - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of St. Helens, Columbia County, Oregon, on the 24 day of February, 1941, at the regular or special meeting of said Common Council.

Dated this 25th day of February, 1941.

City Recorder

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 12, 1941

27-4

#2441

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplemental P.S.& E. documents for Oregon Federal Aid Project No. SN-FAP 27 (4), the St. Helens section of the Columbia River Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until the necessary right of way is secured.

Copies of City of St. Helens resolution covering maintenance should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

R

February 7, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement, and three copies of form PR 46, showing material requirements for the St. Helens Section, Project No. SN-FA 4, 27 (4).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 27 (4)

NORTH SCAPPOOSE SECTION OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 7, 1941

WORK OUTSIDE CITIES

28' Roadway (Sts. 949+00 to 972+50) (Contract No. 2396)

All Required		Clearing and Grubbing		$ 133.00
380	cu. yds.	Borrow at Sta. 951, Unclassified	$ .25	95.00
22	cu. yds.	General Excavation, Unclassified	.15	3.30
250	yd. mi.	Truck Haul	.10	25.00
0.41	mile	Finishing Roadbed and Slopes	300.00	123.00
1,680	tons	3½" - 2" Material in Base	.85	1,428.00
130	tons	2" - 0" Material in Base and Shoulders	.85	110.50
1,340	tons	3/4" - 0" Material in Base and Shoulders	.85	1,139.00
110	M-gals.	Sprinkling	1.00	110.00
570	tons	Class "A" Asphaltic Concrete	4.40	2,508.00
447	tons	Class "B" Asphaltic Concrete	4.40	1,966.80
442	tons	Class "C" Asphaltic Concrete	4.40	1,944.80
50	cu. yds.	Filler	.30	15.00
100	yd. mi.	Hauling Filler	.10	10.00
		Subtotal		$ 9,611.40
		10% Engr. & Cont.		961.14
		Total		$ 10,572.54
		Length of Roadway	.409 mile	
		Cost per mile, Roadway	$ 25,849.73	

20' Roadway (Sts. 972+50 to 979+34.6) (Contract No. 2396)

All Required		Clearing and Grubbing		$ 42.00
3,800	cu. yds.	Borrow at Sta. 951, Unclassified	.25	950.00
4	cu. yds.	General Excavation, Unclassified	.15	.60
3,730	yd. mi.	Truck Haul	.10	373.00
0.13	mile	Finishing Roadbed and Slopes	300.00	39.00
980	tons	3½" - 2" Material in Base	.85	833.00

80	tons	2" - 0" Material in Base and Shoulders	$ .85	$ 68.00
795	tons	3/4" - 0" Material in Base and Shoulders	.85	675.75
55	M-gals.	Sprinkling	1.00	55.00
225	tons	Class "A" Asphaltic Concrete	4.40	990.00
135	tons	Class "B" Asphaltic Concrete	4.40	594.00
100	tons	Class "C" Asphaltic Concrete	4.40	440.00
20	cu. yds.	Filler	.30	6.00
40	yd. mi.	Hauling Filler	.10	4.00
		Subtotal		$ 5,050.35
		10% Engr. & Cont.		505.03
		Total		$ 5,555.38
		Length	0.130 mile	
		Cost per mile	$ 42,733.69	

WORK INSIDE CITY OF SCAPPOOSE

28' Roadway (Sta. 979+34.6 to 990+50) (Contract No. 2396)

All Required		Clearing and Grubbing		$ 68.00
230	sq. yds.	Removal of Walks	$ .25	57.50
385	lin. ft.	Removal of Curbs	.10	38.50
130	cu. yds.	Structural Excavation, Unclassified	1.00	130.00
820	cu. yds.	Borrow at Sta. 951, Unclassified	.25	205.00
714	cu. yds.	General Excavation, Unclassified	.15	107.10
820	yd. mi.	Truck Haul	.10	82.00
0.21	mile	Finishing Roadbed and Slopes	300.00	63.00
15	cu. yds.	Concrete Curbs	16.00	240.00
24	sq. yds.	Concrete Driveways	1.50	36.00
215	sq. yds.	Concrete Walks	1.45	311.75
45	lin. ft.	Expansion Joints in Concrete Walks	.10	4.50
970	tons	3½" - 2" Material in Base	.85	824.50
70	tons	2" - 0" Material in Base and Shoulders	.85	59.50
875	tons	3/4" - 0" Material in Base and Shoulders	.85	743.75
55	M-gals.	Sprinkling	1.00	55.00
240	tons	Class "A" Asphaltic Concrete	4.40	1,056.00
220	tons	Class "B" Asphaltic Concrete	4.40	968.00
210	tons	Class "C" Asphaltic Concrete	4.40	924.00
20	cu. yds.	Filler	.30	6.00
40	yd. mi.	Hauling Filler	.10	4.00
		Subtotal		$ 5,984.10
		10% Engr. & Cont.		598.41
		Total		$ 6,582.51
		Length	0.211 mile	
		Cost per mile	$ 31,196.72	

20' Roadway (Sta. 990+50 to 991+50) (Contract No. 2396)

All Required		Clearing and Grubbing		$ 6.00
190	sq. yds.	Removal of Pavement	$ .25	47.50
60	sq. yds.	Removal of Walks	.25	15.00
105	lin. ft.	Removal of Curbs	.10	10.50
20	cu. yds.	Structural Excavation, Unclassified	1.00	20.00
30	cu. yds.	General Excavation, Unclassified	.15	4.50
.02	mile	Finishing Roadbed and Slopes	300.00	6.00
4	cu. yds.	Concrete Curbs	16.00	64.00
60	sq. yds.	Concrete Walks	1.45	87.00
15	lin. ft.	Expansion Joints in Concrete Walks	.10	1.50
140	tons	3½" - 2" Material in Base	.85	119.00
15	tons	2" - 0" Material in Base and Shoulders	.85	12.75
130	tons	3/4" - 0" Material in Base and Shoulders	.85	110.50
5	M-gals.	Sprinkling	1.00	5.00
33	tons	Class "A" Asphaltic Concrete	4.40	145.20
20	tons	Class "B" Asphaltic Concrete	4.40	88.00
16	tons	Class "C" Asphaltic Concrete	4.40	70.40
10	cu. yds.	Filler	.30	3.00
20	yd. mi.	Hauling Filler	.10	2.00
			Subtotal	$ 817.85
			10% Engr. & Cont.	81.78
			Total	$ 899.63

Length .018 mile
Cost per mile $ 49,979.44

WORK INSIDE CITY OF ST. HELENS

20' Roadway (Sta. 568+09 to 595+38) (Estimated Prices)

All Required		Clearing and Grubbing		$ 400.00
2,800	sq. yds.	Removing Old Pavement	$ .40	1,120.00
80	cu. yds.	Structural Excavation, Unclassified	1.50	120.00
5,940	cu. yds.	General Excavation, Unclassified	1.00	5,940.00
8,500	yd. sta.	Short Overhaul	.01	85.00
70	M-yd.sta.	Long Overhaul	.40	28.00
0.52	miles	Finishing Roadbed and Slopes	250.00	130.00
80	lin. ft.	12" Concrete Pipe	1.50	120.00
70	lin. ft.	18" Concrete Pipe	2.50	175.00
80	lin. ft.	24" Concrete Pipe	3.50	280.00
3,360	tons	3½" - 2" Rock in Base	1.10	3,696.00
2,560	tons	3/4" - 0" Rock in Base and Shoulders	1.20	3,072.00
100	M-gals.	Sprinkling	2.00	200.00

900	tons	Class "A" Asphaltic Concrete	$ 5.00	$ 4,500.00
548	tons	Class "B" Asphaltic Concrete	5.00	2,740.00
330	tons	Class "C" Asphaltic Concrete	5.00	1,650.00
		Subtotal		$ 24,256.00
		10% Engr. & Cont.		2,425.60
		Total		$ 26,681.60

Length 0.517 mile
Cost per mile $ 51,608.51

'?A' Roadway (Sta. 595+3? to 600+00) (Estimated Prices)

56	tons	Class "B" Asphaltic Concrete	$ 5.00	$ 280.00
66	tons	Class "C" Asphaltic Concrete	5.00	330.00
		Subtotal		$ 610.00
		10% Engr. & Cont.		61.00
		Total		$ 671.00

Length 0.087 mile
Cost per mile $ 7,712.64

BRIDGES (OUTSIDE CITIES)

McNulty Creek Bridge (Sta. 650+53.9 to 650+82.6) (Contract No. 2415)

All Required		Preparation of Existing Bridge and Maint. Traffic (15%)		$ 120.00
All Required		Shoring, Cribbing, Etc. (15%)		555.00
170	cu. yds.	Structural Excavation	$ 1.00	170.00
6	cu. yds.	Structural Excavation Below Plans	3.00	18.00
80	cu. yds.	Class "A" Concrete	24.00	1,920.00
10,400	lbs.	Metal Reinforcement	.0525	546.00
76	lin. ft.	Metal Handrail	4.50	342.00
				$ 3,671.00

North Fork [illegible] Creek Bridge (Sta. 950+66.2 to 951+57.9) (Contract No. 2415)

All Required		Preparation of Existing Bridge and Maint. Traffic (40%)		$ 320.00
All Required		Shoring, Cribbing, Etc. (25%)		925.00
320	cu. yds.	Structural Excavation	$ 1.00	320.00
11	cu. yds.	Structural Excavation Below Plans	3.00	33.00
970	lin. ft.	Furnish Untreated Piling	.18	174.60
49	only	Drive Untreated Piles	11.00	539.00

180	cu. yds.	Class "A" Concrete	$ 24.00	$ 4,320.00
20,600	lbs.	Metal Reinforcement	.0525	1,081.50
192	lin. ft.	Metal Handrail	4.50	864.00
				$ 8,577.10

South Fork Scappoose Creek Bridge (Sta. 969+99.1 to 971+02.7)
(Contract No. 2415)

All Required		Preparation of Existing Bridge and Maint. Traffic (4%)		$ 560.00
All Required		Shoring, Cribbing, Etc. (60%)		2,220.00
650	cu. yds.	Structural Excavation	$ 1.00	650.00
23	cu. yds.	Structural Excavation Below Plans	3.00	69.00
1,880	lin. ft.	Furnish Untreated Piling	.18	338.40
102	only	Drive Untreated Piles	11.00	1,122.00
400	cu. yds.	Class "A" Concrete	24.00	9,600.00
39,000	lbs.	Metal Reinforcement	.0525	2,047.50
242	lin. ft.	Metal Handrail	4.50	1,089.00
				$ 17,495.90

Subtotal	$ 29,744.00
10% Engr. & Cont.	2,974.40
Total	$ 32,718.40

Length of Bridges .042 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
	ROADWAY		
Outside City			
28' Roadway	$ 10,572.54	$ 3,203.00	$ 7,369.54
20' Roadway	5,555.38	1,684.00	3,871.38
Inside City of Scappoose			
28' Roadway	6,982.51	1,995.00	4,987.51
20' Roadway	899.63	273.00	626.63
Inside City of St. Helens			
20' Roadway	26,681.60	16,281.00	10,400.60
24' Roadway	671.00	409.00	262.00
	STRUCTURES		
Outside City			
3 Bridges	32,718.40	9,915.00	22,803.40
	$ 83,681.06	$ 33,760.00	$ 49,921.06

1941 Federal Aid Funds	$ 17,070.00	0.810 mile
1942 Federal Aid Funds	16,690.00	0.604 mile

[illegible]

[illegible] (4)

[illegible] right of way are under way, [illegible] has the right to occupy and use [illegible] acquired, but it is now believed that [illegible] right of way can be made fully [illegible] days.

[illegible]
[illegible]

By

[illegible]
Office Engineer

February [illegible]

ST. HELENS SECTION

PROJECT NO. SN-FAP 27 (A)

While negotiations for right of way are under way, six parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within seventeen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

February 7, 1941

ST. HELENS SECTION

PROJECT NO. SH-FAP 27 (4)

While negotiations for right of way are under way, six parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within seventeen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

February 7, 1941

PR 46

Roadway (St. Helens Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) March 30, 1941

State Oregon

Completion Date (Est.) July 31, 1941

Project No. 27 (4)

Estimated Total Cost Roadway $ 27,352.60

Length: Miles .604

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	14	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	6,300	7	Reinforcing steel	Lb.	400
3	Bituminous mat.	Gal.	27,000	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	4,000
5	Timber piling	Lft.					

CONTRACT# [redacted] 2442

SN-FAP 307 B-1 Morrow Co. Line-Stanfield Sec., Boardman-Stanfield Hwy. 1941

#2442

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

307-B-1

June 15, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 307-B(1)
Morrow County Line-Stanfield Sec.
Boardman-Stanfield Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encl.

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JUN 16 1944
OREGON
STATE HIGHWAY COMMISSION

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WA4pr-13229

Section B(1),
Oregon Federal Aid Project No. SN-FAP 307.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on February 9, 1942 by the Oregon State Highway Commission, and on February 24, 1942 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 307, Section B(1); and

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested an increase in the Federal share payable on account of said project as authorized in section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.), and has requested that the Federal funds approved and set aside to the credit of the project be increased from $106,800.00 to $145,680.00;

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimate, and the sum of one hundred forty-five thousand, six hundred eighty and 00/100 dollars ($145,680.00) as the share of the United

States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read;

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of one hundred forty-five thousand, six hundred eighty and 00/100 dollars ($145,680.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred eighty-eight thousand, two hundred thirty and 90/100 dollars ($188,230.90), the approved total estimated cost of Section B(1) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on Feb. 14 1944, and the Administrator on MAY 23 1944.

OREGON STATE HIGHWAY COMMISSION

BY
Chairman, State Highway Commission

BY
Member, State Highway Commission

BY
Member, State Highway Commission

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

BY W. J. O'Leary
Acting Commissioner of Public Roads.

Section B(1),
Oregon Federal Aid Project No. SN-FAP 307.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SE-FAP 307-B(1), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 188,230.90 in lieu of the $106,800.00 approved by Certificate dated February 24, 1942 as the total estimated cost of said project, and the sum of $ 145,680.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______
one thousand nine hundred and MAY 23 1944

Federal Works Administrator,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

307-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

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February 7, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office for Oregon SN-FAP 307-B(1), Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
FEB 8 1944
OREGON
STATE HIGHWAY COMMISSION

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JAN 3 1944
FOR FILING

307-B-1

December 22, 1943

Mr. W. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Morrow County Line-Stanfield Section, Project No. SN-FAP 307-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. NH-FAP 307-B (1)

MORROW COUNTY LINE-STANFIELD SECTION OF THE BOARDMAN-STANFIELD HIGHWAY IN UMATILLA COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, September 13, 1943

WORK PERFORMED PRIOR TO MAY 27, 1941

Roadway (Contract No. 2442)

All Required		Clearing and Grubbing (60%)		$ 420.00
410	cu. yds.	Trench Excavation, Unclassified	$ 1.00	410.00
130,700	cu. yds.	General Excavation, Unclassified	.10	13,070.00
225,200	yd. sta.	Overhaul	.005	1,126.00
20,800	yd. mi.	Truck Haul	.07	1,456.00
1,800	lin. ft.	Rounding Cutbanks	.04	72.00
3.7	miles	Finishing Roadbed and Slopes	150.00	555.00
480	lin. ft.	18" Concrete Pipe	1.70	816.00
200	lin. ft.	24" Concrete Pipe	2.35	470.00
310	lin. ft.	24" Extra Strength Concrete Pipe	2.80	868.00
100	lin. ft.	18" Corr. Metal Siphon Pipe	2.50	250.00
3	cu. yds.	Concrete End Basins	23.00	69.00
120	cu. yds.	Class "A" Concrete	23.00	2,760.00
24,500	lbs.	Metal Reinforcement	.06	1,470.00
23,000	cu. yds.	Selected Roadbed Topping	.15	3,450.00
43,500	yd. mi.	Hauling Roadbed Topping	.07	3,045.00
450	M-gals.	Sprinkling	1.25	562.50
			Subtotal	$ 30,869.50
			10% Engr. & Cont.	3,086.95
			Total	$ 33,956.45

WORK PERFORMED SUBSEQUENT TO MAY 27, 1941

Roadway (Contract No. 2442)

All Required		Clearing and Grubbing (40%)		$ 280.00
790	cu. yds.	Trench Excavation, Unclassified	$ 1.00	790.00
311,300	cu. yds.	General Excavation, Unclassified	.10	31,130.00
334,800	yd. sta.	Overhaul	.005	1,674.00
158,200	yd. mi.	Truck Haul	.07	11,074.00

15,200	lin. ft.	Rounding Cutbanks	$ .04	$ 608.00
7.84	miles	Finishing Roadbed and Slopes	150.00	1,176.00
140	lin. ft.	12" Concrete Pipe	.95	133.00
1,620	lin. ft.	18" Concrete Pipe	1.70	2,754.00
1,500	lin. ft.	24" Concrete Pipe	2.35	3,525.00
650	lin. ft.	36" Concrete Pipe	5.45	3,542.50
550	lin. ft.	18" Concrete Siphon Pipe	2.60	1,430.00
150	lin. ft.	18" Corr. Metal Siphon Pipe	2.50	375.00
37	cu. yds.	Concrete End Basins	23.00	851.00
34	cu. yds.	Class "A" Concrete	23.00	782.00
62,000	cu. yds.	Selected Roadbed Topping	.15	9,300.00
94,500	yd. mi.	Hauling Roadbed Topping	.07	6,615.00
8,000	cu. yds.	Filler	.15	1,200.00
8,000	yd. mi.	Hauling Filler	.08	640.00
800	M-gals.	Sprinkling	1.25	1,000.00
				$ 78,879.50

Ditch Siphon (Sta. 1355+94) (Contract No. 2489)

All Required		Shoring, Cribbing, Etc. (10%)		$ 1,000.00
360	cu. yds.	Structural Excavation	$ 1.00	360.00
15	cu. yds.	Structural Excavation Below Elevation Shown	7.50	112.50
110	cu. yds.	Class "A" Concrete	24.00	2,640.00
21,200	lbs.	Metal Reinforcement	.05	1,060.00
All Required		Drain Gate		200.00
140	lin. ft.	8" Concrete Pipe	.75	105.00
20	cu. yds.	Mortar Riprap	10.00	200.00
				$ 5,677.50
		Subtotal		$ 84,557.00
		10% Engr. & Cont.		8,455.70
		Total		$ 93,012.70

Irrigation Canal Bridge (Sta. 989+21.5 to 989+52.5)
(Contract No. 2444)

All Required		Shoring, Cribbing, Etc. (50%)		$ 100.00
160	cu. yds.	Structural Excavation	$ 1.50	240.00
10	cu. yds.	Structural Excavation Below Elevation Shown	5.00	50.00
110	cu. yds.	Class "A" Concrete	23.00	2,530.00
22,200	lbs.	Metal Reinforcement	.06	1,332.00
				$ 4,252.00

Butter Creek Bridge (Sta. 1008+45 to 1008+75)
(Contract No. 2444)

All Required		Shoring, Cribbing, Etc. (50%)		$ 100.00
90	cu. yds.	Structural Excavation	$ 1.50	135.00
5	cu. yds.	Structural Excavation Below Elevation Shown	5.00	25.00
80	cu. yds.	Class "A" Concrete	23.00	1,840.00
16,800	lbs.	Metal Reinforcement	.06	1,008.00
				$ 3,108.00

Umatilla River Bridge (Sta. 1348+58.6 to 1351+59.6)
(Sta. 1350+20.1 to 1352+57.6) (Contract No. 2488)

All Required		Shoring, Cribbing, Etc. (70%)		$ 7,000.00
840	cu. yds.	Structural Excavation	$ 1.00	840.00
20	cu. yds.	Structural Excavation Below Elevation Shown	7.50	150.00
890	cu. yds.	Class "A" Concrete	24.00	21,360.00
189,000	lbs.	Metal Reinforcement	.05	9,450.00
55	lbs.	Copper	1.00	55.00
750	lbs.	Cast Steel	.25	187.50
694	lin. ft.	Metal Handrail	5.00	3,470.00
				$ 42,512.50

U.S.R.S. Feed Canal (Sta. 1352+85 to 1353+21) (Contract No. 2489)

All Required		Shoring, Cribbing, Etc. (10%)		$ 1,000.00
200	cu. yds.	Structural Excavation	$ 1.00	200.00
10	cu. yds.	Structural Excavation Below Elevations Shown	7.50	75.00
130	cu. yds.	Class "A" Concrete	24.00	3,120.00
18,800	lbs.	Metal Reinforcement	.05	940.00
55	lbs.	Copper	1.00	55.00
86	lin. ft.	Metal Handrail	5.00	430.00
				$ 5,820.00

Subtotal	$ 55,692.50
10% Engr. & Cont.	5,569.25
Total	$ 61,261.75

Length of Roadway	11.537 miles
Length of 3 Bridges	.083 mile
Total Length	11.620 miles
Cost per mile, Roadway	$ 11,005.38

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway (Prior to May 27, 1941)	$ 33,956.45	$ 20,718.00	$13,238.45
Roadway (Subsequent to May 27, 1941)	93,012.70	75,340.00	17,672.70
Bridges (Subsequent to May 27, 1941)	61,261.75	49,622.00	11,639.75
	$188,230.90	$145,680.00	$42,550.90

Class of Funds	Total Cost	Federal Aid Funds	Length
1942 Federal Aid Funds	$137,994.65	$106,800.00	8.519 miles
1943 Federal Aid Funds	50,236.25	38,880.00	3.101 miles

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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307-B-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

October 9, 1943

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	11626	2442	14-Final	M. L. O'Neil & Son	4,567.77	246954	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Accepted? __________

ACCOUNTING DIVISION

By__________
Bookkeeping Dept.

OK to release warrant

Approved__________
Secretary

Record~~ed~~
E.B.

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SEP 15 1943
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207-B-1

September 15, 1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Co.
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2442 for work on the Morrow County Line-Stanfield Section of ~~the Boardman~~ Stanfield Highway, in Umatilla County, has been completed by the contractor, M. L. O'Neil & Son, and that final payment in the amount of $4,567.77 will be made on or after September 25, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $117,324.77 of which amount $369.00 represents the amount of force account items. This contract was completed on September 16, 1942 and accepted by the Commission on January 14, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

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207-B-1

April 27, 1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Co.
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. L. O'Neil & Son, on contract No. 2442, covering grading and topping on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County. This payment, in the amount of $13,153.39, will be made on or after May 7, 1943. The retained percentage is $3,487.33.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
A. L. MONSON

RS

RECEIVED
APR 2[illegible]
FOR FILING

307-B-1

April 27, 1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Co.
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. L. O'Neil & Son, on contract No. 2442, covering grading and topping on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County. This payment, in the amount of $13,153.39, will be made on or after May 7, 1943. The retained percentage is $3,487.33.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
A. L. MONSON

RS

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JAN 27 1943
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307-B-1

January 25, 1943

H. L. O'Neill & Son
Route 1
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 14, 1943, granted you the extension of time requested, from April 30 to September 16, 1942, without penalty, in connection with contract No. 2442, Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. Van Scoy

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DEC 28 1942
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307-B-1

Dec. 26, 1942.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Your concurrence is requested in the time extension without penalty, of the contract of M. L. O'Neil and Son, on the Morrow County Line-Stanfield Section, Contract #2442, on FAP 307-B(1), from 4-30-1942 to 9-16-1942.

This contract was delayed on account of the inability of the contractor on the Umatilla Bridge to secure critical materials when work had to be suspended until a temporary bridge could be constructed on the false work of the permanent bridge.

After operations were resumed, the contractor suffered delays due to inability to secure men, and repair parts.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER

E

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FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No. 307-B-1

December 23, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 307-B (1), Morrow County Line-Stanfield Section, Boardman-Stanfield Highway, was made by a representative of this office on December 17, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

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NOV 4 1942

307-B-1

November 2, 1942

Mr. H. E. Dixon
Attorney-at-Law
West-Jacobsen Bldg.
La Grande, Oregon

Dear Sir:

Replying to your letter of October 30, 1942, wish to advise that the State Highway Commission has no special blank forms for the filing of claims against highway contractors' bonds. The form suggested in Chapter 517, Oregon Laws, 1939, is satisfactory, and you will note that the claim should be filed with the Secretary of State. We will appreciate it if you will send us a copy of the same.

You also requested certain information pertaining to the M. L. O'Neil & Son contract for the Stanfield-Boardman Highway. I presume you have reference to state highway contract No. 2442 for grading and topping the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County. The name of the original contractor is M. L. O'Neil & Son. The bond furnished by the contractor, to guarantee satisfactory completion of the contract and to protect the claims of creditors, was written by the Great American Indemnity Company for whom Harvey Wells-Read Insurance Company is agent with offices in the Failing Building, Portland.

According to our records, this job was completed on September 16, 1942, but has not as yet been formally accepted by the State Highway Commission.

Very truly yours,

HBG:AM

Secretary

H. E. DIXON
ATTORNEY-AT-LAW
WEST-JACOBSON BLDG.
LA GRANDE, OREGON

October 30, 1942

State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly send me the proper blank to be used in filing a notice against a bond on a road contract.

Also, will you advise as to the number, name of contract, and the exact name of the contractor as it appears on your records, and the necessary information on the grading and topping contract on the Stanfield-Boardman section of the Old Oregon Trail by W. L. O'Neil & Son.

Very truly yours,

H. E. Dixon

HED/bjs

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[illegible] 2 - 1942
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

Form E-1—5M—4-41

[illegible]-E-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

No. 54

For Week Ending Sept. 19, 1942

Section Morrow County Line - Stanfield

Kind of work Grading and Topping

Highway Boardman - Stanfield

Section prefix 30- 1014

Contractor M.L. O'Neil and Son

Contract number 2442

Date of contract March 27, 1941

Date of completion April 30, 1942

Date work started March 27, 1941

Estimated date of completion Sept. 15, 1942

Amount of contract $109,749.00

Per cent of time elapsed 134.5 %

Estimated cost of completed project, exclusive of engineering $130,902.66

Per cent of contract completed, based on total contract price 80 %

Engineering cost to date, $ 8,200, 106.3 %

Date project was completed Sept. 16, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed on Wednesday of this week.

RECEIVED
SEP 21
OFFICE OF
CONST[illegible] ENGINEER

NOTED
E. M. [illegible]

Signed L. R. Chandler

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	~~SURFACING~~ Topping	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	11.54	11.54			
Miles partially completed					
Miles completed	11.54	11.54			
Total estimated quantities	400,000	90,000			
Estimated quantities moved or placed to date	384,500	90,000			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		3			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	warm		
Monday	"		
Tuesday	cold		
Wednesday	warm		
Thursday	cloudy		
Friday	warm		
Saturday	"		

STATE PRINTING DEPT.

UNION PACIFIC RAILROAD COMPANY

RECEIVED
AUG 22 1942
FOR FILING

307-B-1

August 17, 1942.

Mr. S. Murray,
Resident Engineer,
Union Pacific Railway Co.,
Portland, Ore.

Dear Sir:

With reference to your letter of August 11th, M. L. O'Neil & Son, contractors on the Boardman-Stanfield project, have completed their piling operations across the temporary structure at the Stanfield Overcrossing, and it will not be necessary to secure an extension of the insurance policies furnished to you covering his operations across your tracks.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

H

Form 8010
8-41-5M

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

August 11, 1942

Mr. R. H. Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Insurance policies in connection with operations of Contractor M. L. O'Neil & Son, hauling grading materials over the temporary structure at Stanfield Overcrossing project.

The insurance policies furnished us, Great American Indemnity Co. of New York Policy No. LP 14091, and Utah Home Fire Insurance Company, Policy No. PF 1196 both expire August 31, 1942.

We understand that Contractor O'Neil has completed operations over this structure; however, we would like your definite advice as to whether or not there will be any necessity for extensions of the policies.

Yours truly,

S. MURRAY

REFERRED TO
H. G. Smith
By Asst. Chief Engineer

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1[illegible] 1942
STATE HIGHWAY COMMISSION

SHIP AND TRAVEL BY RAIL

FORM E-30 30M 9-42

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 14, 1942

Subject: Stanfield Overcrossing

To:

Mr. H. G. Smith
Construction Engineer
Salem, Oregon

L

Dear Sir:

Mr. M. L. O'Neil has completed his hauling across the temporary structure at the Stanfield over crossing.

No extension of time on his insurance is necessary.

This in answer to your letter of August 12th.

Very truly yours

Paul Vanscoy

Division Engineer

PVS V

cc

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JUN 3 1942
FOR FILING

387-11-1

4-2002

June 2nd, 1942

E. L. O'Neill & Son, Contractors
Route #3
Eugene, Oregon

Gentlemen:

The weekly reports indicate you are having some difficulty in finishing the topping on the Morrow County Ione-Stanfield Section, and I am rather fearful that your sub-contractors do not have adequate equipment to keep ahead of the surfacing and oiling contractor.

Under these circumstances I would appreciate it very much if you would give your personal attention to the topping in order that there be no delay on this job.

I would appreciate being advised if anything comes up which seriously delays the progress of this work.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

B

cc to: H. G. Smith

RECEIVED
MAY 28 1942
FOR FILING

307-B-1

Salem, Oregon
May 26, 1942

Mr. L. R. Chandler
Resident Highway Engineer
Pendleton, Oregon

Dear Sir:

In reply to your inquiry of May 23, regarding the insurance policies furnished by N. L. O'Neil & Son on Contract No. 2442, Prefix 30-1014, we advise that the premium amounts given in your letter agree with the premiums stated on the policies, copies of which are on file in this office.

Accordingly, it seems proper to accept the receipted invoices as evidence of payment of those amounts by the contractor and to reimburse him therefor in accordance with the terms of Order for Extra Work No. 1 on the above project, with the understanding that no percentage allowances are to be made to the contractor for the items.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

VGO'N:ER

cc to Paul Van Scoy

FORM E-30 30M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Pendleton, Oregon
May 25, 1942

Subject: Ins. Premiums Force Order No. 1 -
Contract No. 2442, Prefix 50-1014.

To: S. H. Probert
Office Engineer
Salem, Oregon

Dear Sir:

I have received the following invoices for insurance premiums paid by M. L. O'Neil & Son on the following named policies:

No. L C -73271 - Great American ---------$135.00

✓ No. P F -1196 - Utah Home Fire Ins. Co.$150.00

No. L P -14091 - Great American ------- $ 84.00

The contractor does not have these policies on file so it is assumed that they have been delivered to the Salem office.

Please advise if the above named policies are properly chargeable to the force order and if the premium amounts are correct.

Very truly yours,
L. R. Chandler
Resident Engineer

C. C. Paul Van Scoy

Stencil No. 124

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307-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 17, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 307-B (1)
Morrow Co. Line-Stanfield Sec.,
Boardman-Stanfield Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

ws 4pr-13029

Form P. R. 2

State Oregon

Federal Aid Project No. SR-FAP 387-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of February, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 19th day of November, 1940, a project statement, which was approved on the 11th day of December, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 13th day of February 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred six thousand, eight hundred and no/100 dollars ($106,800.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State : Chap. 175, Laws 1917; Chap. 11, Laws 1920; Chap. [illegible], Laws 1939. (Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 765+79.2 at the west boundary Sec. 27, T. 4 N., R. 27 E., W. M., the easterly end of Section A(1) of said project, and survey station 1379+91.5 in the NE¼ Sec. 9, T. 3 N., R. 29 E., W. M. (excepting therefrom Station 1351+59.6 to Station 1352+21.1, being that portion of the Umatilla River Bridge occupied by SE-FAGS 307-B(2)), length 11.620 miles, in Umatilla County, being Section B(1) of Oregon Federal Aid project No. SE-FAP 307, consisting of 11.537 miles of roadway and four bridges, each of more than 20 feet clear span, 0.083 of a mile in length.

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E(1) of said project shall not in any event exceed the sum of one hundred six thousand, eight hundred and no/100 dollars ($106,800.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred eighty-eight thousand, two hundred thirty and 90/100 dollars ($188,230.90), the approved total estimated cost of Section E(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. [illegible], Laws [illegible].
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of FEB 24 1942, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
____
(Title of officer)

By ________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ________
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible]-FAP 307-B(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $188,230.90 as the total estimated cost of said project, and the sum of $106,800.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______
one thousand nine hundred and FEB 24 1942

FEDERAL WORKS ADMINISTRATOR,

By W J O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

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FOR FILING

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MEMORANDUM TO FILES

The duplicate copy of Great American Indemnity Company policy LP 14091, and certificate of insurance therefor, and two duplicate copies of Utah Home Fire Insurance policy PF 1196, all issued to the Oregon-Washington Railroad & Navigation Company, et al., covering public liability and property damage, respectively, in connection with operations of M. L. O'Neil & Son, on the Morrow County Line Section of the Boardman-Stanfield Highway, in Umatilla County, contract No. 2442, are filed in the Commission Secretary's safe.

The Railroad Agreement in connection with which this policy was issued is filed in the Commission Secretary's Railroad Agreement File No. 286.

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3-9-B-1

January 19, 1942

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Company
Portland, Oregon

Dear Sir:

In accordance with your request of January 17, we are sending you this date, under separate cover, one copy of the contract for the grading of the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, M. L. O'Neil & Son, contractors; being our Contract No. 2442.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

VGO'N:ER

Form 3010
8-41-8M

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

January 17, 1942

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Attention: Mr. S. H. Probert
Office Engineer

Dear Sir:

Your letter of January 15th in regard to Great American Indemnity Company policy LP 14091 and Utah Home Fire Insurance Company policy PF 1196, issued in connection with operations by M. L. O'Neil & Son in the vicinity of the overhead crossing of our tracks on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway in Umatilla County:

For use in connection with checking these policies, may we have copy of your contract No. 2042 with M. L. O'Neil & Son.

Yours truly,

S MURRAY

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FOR FILING

FAGH 307-B-1

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1941

Stanfield Irrigation District
Agreement

10/17/41

To: Mr. J. W. DeSousa
Assistant Attorney

Dear Sir:

As requested, I am returning to you all four copies of the agreement between the State Highway Commission and the Stanfield Irrigation District, pertaining to the crossing of the Pendleton-Stanfield Highway with the facilities of the Irrigation District, in Umatilla County.

These are fully executed. Will you kindly furnish me one fully executed copy of this agreement for the Commission's records and files.

Very truly yours,

Secretary

HBG:RS

FORM E-60 30M 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1941

Subject: R 8855

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith we hand you four copies of proposed agreement between Stanfield Irrigation District and the State Highway Commission covering easement and construction of siphon for the Furnish Ditch at the Boardman-Stanfield Highway crossing in Section 5, Township 3 North, Range 29 East, W. M., in Umatilla County.

The proposed form of agreement was prepared in this office and is approved as to form, and after execution by the Commission all four copies should be returned to us for further diposition.

Yours very truly,

J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

4 copies returned to DeSouza 10/28/41
HBG

Enclosures
JWD:AW

REFERRED TO
Mr. Baldock
BY SECRETARY
to sign

COMMISSION
DATE 10-17-41
HBG
Secretary

RECEIVED
SEP 18 1941
FOR FILING

301-B-1

#244V

R

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Morrow County Line-Stanfield Section, Project No. NH-FAP 307-B (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Beck/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. SN-FAP 307-B (1)

MORROW COUNTY LINE-STANFIELD SECTION

OF THE BOARDMAN-STANFIELD HIGHWAY IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 11, 1941

Roadway (Contract No. 2442)

All Required		Clearing and Grubbing		$ 700.00
1,200	cu. yds.	Trench Excavation, Unclassified	$ 1.00	1,200.00
442,000	cu. yds.	General Excavation, Unclassified	.10	44,200.00
560,000	yd. sta.	Overhaul	.005	2,800.00
179,000	yd. mi.	Truck Haul	.07	12,530.00
17,000	lin. ft.	Rounding Cutbanks	.04	680.00
11.54	miles	Finishing Roadbed and Slopes	150.00	1,731.00
140	lin. ft.	12" Concrete Pipe	.95	133.00
2,100	lin. ft.	18" Concrete Pipe	1.70	3,570.00
1,700	lin. ft.	24" Concrete Pipe	2.35	3,995.00
310	lin. ft.	24" Extra Strength Concrete Pipe	2.80	868.00
650	lin. ft.	36" Concrete Pipe	5.45	3,542.50
550	lin. ft.	18" Concrete Siphon Pipe	2.60	1,430.00
250	lin. ft.	18" Corr. Iron Metal Siphon Pipe	2.50	625.00
40	cu. yds.	Concrete End Basins	23.00	920.00
154	cu. yds.	Class "A" Concrete	23.00	3,542.00
24,500	lbs.	Metal Reinforcement	.06	1,470.00
85,000	cu. yds.	Selected Roadbed Topping	.15	12,750.00
138,000	yd. mi.	Hauling Roadbed Topping	.07	9,660.00
8,000	cu. yds.	Filler	.15	1,200.00
8,000	yd. mi.	Hauling Filler	.08	640.00
1,250	M gals.	Sprinkling	1.25	1,562.50
				$109,749.00

Ditch Siphon (Sta. 1355+94) (Contract No. 2489)

All Required		Shoring, Cribbing, Etc. (10%)		$ 1,000.00
360	cu. yds.	Structural Excavation	$ 1.00	360.00
15	cu. yds.	Structural Excavation Below Elevation Shown	7.50	112.50
110	cu. yds.	Class "A" Concrete	24.00	2,640.00
21,200	lbs.	Metal Reinforcement	.05	1,060.00

All Required		Drain Gate		$ 200.00
140	lin. ft.	8" Concrete Pipe	$ .75	105.00
20	cu. yds.	Mortar Riprap	10.00	200.00
				$ 5,677.50
		Subtotal		$115,426.50
		10% Engr. & Cont.		11,542.65
		Total		$126,969.15

Irrigation Canal Bridge (Sta. 989+21.5 to 989+52.5) (Contract No. 2444)

All Required		Shoring, Cribbing, Etc. (90%)		$ 100.00
160	cu. yds.	Structural Excavation	$ 1.50	240.00
10	cu. yds.	Structural Excavation Below Elevation Shown	5.00	50.00
110	cu. yds.	Class "A" Concrete	23.00	2,530.00
22,200	lbs.	Metal Reinforcement	.06	1,332.00
				$ 4,252.00

Butter Creek Bridge (Sta. 1008+45 to 1008+75) (Contract No. 2444)

All Required		Shoring, Cribbing, Etc. (50%)		$ 100.00
90	cu. yds.	Structural Excavation	$ 1.50	135.00
5	cu. yds.	Structural Excavation Below Elevation Shown	5.00	25.00
80	cu. yds.	Class "A" Concrete	23.00	1,840.00
16,800	lbs.	Metal Reinforcement	.06	1,008.00
				$ 3,108.00

Umatilla River Bridge (Sta. 1348+58.6 to 1351+59.6) (Sta. 1352+20.1 to 1352+57.6) (Contract No. 2429)

All Required		Shoring, Cribbing, Etc. (70%)		$ 7,000.00
840	cu. yds.	Structural Excavation	$ 1.00	840.00
20	cu. yds.	Structural Excavation Below Elevation Shown	7.50	150.00
890	cu. yds.	Class "A" Concrete	24.00	21,360.00
189,000	lbs.	Metal Reinforcement	.05	9,450.00
55	lbs.	Copper	1.00	55.00
750	lbs.	Cast Steel	.25	187.50
694	lin. ft.	Metal Handrail	5.00	3,470.00
				$ 42,512.50

U.S.R.S. Feed Canal (Sta. 1352+85 to 1353+21) (Contract No. 2489)

All Required		Shoring, Cribbing, Etc. (10%)		$ 1,000.00
200	cu. yds.	Structural Excavation	$ 1.00	200.00
10	cu. yds.	Structural Excavation Below Elevations Shown	7.50	75.00
130	cu. yds.	Class "A" Concrete	24.00	3,120.00
18,800	lbs.	Metal Reinforcement	.05	940.00
55	lbs.	Copper	1.00	55.00
86	lin. ft.	Metal Handrail	5.00	430.00
				$ 5,820.00

Subtotal	$ 55,692.90
10% Engr. & Cont.	5,569.85
Total	$ 61,261.75

Length of Roadway	11.537 miles
Length of 4 Bridges	.083 mile
Total Length	11.620 miles
Cost per mile, Roadway	$ 11,005.38

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 126,969.15	$ 72,041.00	$ 54,928.15
Bridges	61,261.75	34,759.00	26,502.75
	$ 188,230.90	$ 106,800.00	$ 81,430.90

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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307-B-1

#246

June 12, 1941

Pacific Portland Cement Co.
417 Montgomery St.
San Francisco, Calif.

Gentlemen:

This will acknowledge receipt of your letter of June 9 and advise that Birkmaier & Saremal do not have any contract with the State Highway Department for work on the Boardman-Stanfield Highway, and the State does not have any record of, and in fact does not recognize any obligation to subcontractors.

However, we understand that this company is subcontracting the culvert work on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, which is under contract to M. L. O'Neil & Son, as contract No. 2442, and for whom the Great American Indemnity Company furnished the surety bond, through their local agents, Harvey Wells-Reed Insurance Agency, Failing Building, Portland.

This bond will protect material houses who furnish any material going into the project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

TELEPHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

SAN FRANCISCO, CALIFORNIA
417 MONTGOMERY STREET

RECEIVED
12 1941
OR
STATE HIGHWAY COMMISSION

June 9, 1941

Oregon State Highway Commission
Salem, Oregon

244

Gentlemen:

We are furnishing materials to Birkemeier & Saremal in connection with the construction of the Stanfield Section, Boardman-Stanfield Highway.

Will you kindly advise the number of this contract, the time set for completion and the name of the company who wrote the bond for the general contractor.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion

H. D. O'Banion
Credit Manager

HDO:vb

Coast Wide Service — San Francisco — Los Angeles — Portland — San Diego — Seattle

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R R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 7, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplemental P.S. & E. documents for Oregon Federal Aid Project No. SN-FAP 307-B (1), the Morrow County Line-Stanfield Section of the Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

It is noted that you are now using the name "Boardman-Stanfield Highway." It would seem preferable to continue to use the designation "Old Oregon Trail" to be consistent with the project statement.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By: F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

R

Oregon State Highway Department

Federal Aid Project
No. SN-FAP 307-B (1)

MORROW COUNTY LINE-STANFIELD SECTION

OF THE BOARDMAN-STANFIELD HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 5, 1941

Roadway (Contract No. 2442)

All Required		Clearing and Grubbing		$	700.00
1,200	cu. yds.	Trench Excavation, Unclassified	$ 1.00		1,200.00
442,000	cu. yds.	General Excavation, Unclassified	.10		44,200.00
560,000	yd. sta.	Overhaul	.005		2,800.00
179,000	yd. mi.	Truck Haul	.07		12,530.00
17,000	lin. ft.	Rounding Cutbanks	.04		680.00
11.54	miles	Finishing Roadbed and Slopes	150.00		1,731.00
140	lin. ft.	12" Concrete Pipe	.95		133.00
2,100	lin. ft.	18" Concrete Pipe	1.70		3,570.00
1,700	lin. ft.	24" Concrete Pipe	2.35		3,995.00
310	lin. ft.	24" Extra Strength Concrete Pipe	2.80		868.00
650	lin. ft.	30" Concrete Pipe	5.45		3,542.50
550	lin. ft.	18" Concrete Siphon Pipe	2.60		1,430.00
250	lin. ft.	18" Corr. Iron Metal Siphon Pipe	2.50		625.00
40	cu. yds.	Concrete End Basins	23.00		920.00
154	cu. yds.	Class "A" Concrete	23.00		3,542.00
24,500	lbs.	Metal Reinforcement	.06		1,470.00
85,000	cu. yds.	Selected Roadbed Topping	.15		12,750.00
138,000	yd. mi.	Hauling Roadbed Topping	.07		9,660.00
8,000	cu. yds.	Filler	.15		1,200.00
8,000	yd. mi.	Hauling Filler	.08		640.00
1,250	M-gals.	Sprinkling	1.25		1,562.50
					$109,749.00

Ditch Siphon (Sta. 1355+94) (Estimated Prices)

All Required		Shoring, Cribbing, Etc. (10%)		$	260.00
360	cu. yds.	Structural Excavation	$ 3.00		1,080.00
15	cu. yds.	Structural Excavation Below Elevations Shown	5.00		75.00
110	cu. yds.	Class "A" Concrete	24.00		2,640.00
21,200	lbs.	Metal Reinforcement	.055		1,166.00

All Required		Drain Gate		$ 200.00
140	lin. ft.	8" Concrete Pipe	$ .60	84.00
20	cu. yds.	Mortar Riprap	15.00	300.00
				$ 5,605.00
		Subtotal		$ 115,554.00
		10% Engr. & Cont.		11,555.40
		Total		$ 127,109.40

Irrigation Canal Bridge (Sta. 989+21.5 to 989+52.5)
(Contract No. 2444)

All Required		Shoring, Cribbing, Etc. (50%)		$ 100.00
160	cu. yds.	Structural Excavation	$ 1.50	240.00
10	cu. yds.	Structural Excavation Below Elevation Shown	5.00	50.00
110	cu. yds.	Class "A" Concrete	23.00	2,530.00
22,200	lbs.	Metal Reinforcement	.06	1,332.00
				$ 4,252.00

Butter Creek Bridge (Sta. 1008+45 to 1008+75)
(Contract No. 2444)

All Required		Shoring, Cribbing, Etc. (50%)		$ 100.00
90	cu. yds.	Structural Excavation	$ 1.50	135.00
5	cu. yds.	Structural Excavation Below Elevations Shown	5.00	25.00
80	cu. yds.	Class "A" Concrete	23.00	1,840.00
16,800	lbs.	Metal Reinforcement	.06	1,008.00
				$ 3,108.00

Umatilla River Bridge (Sta. 1348+58.6 to 1351+59.6)
(Sta. 1352+20.1 to 1352+57.6) (Estimated Prices)

All Required		Shoring, Cribbing, Etc. (70%)		$ 1,820.00
840	cu. yds.	Structural Excavation	$ 3.00	2,520.00
20	cu. yds.	Structural Excavation Below Elevations Shown	5.00	100.00
890	cu. yds.	Class "A" Concrete	24.00	21,360.00
189,000	lbs.	Metal Reinforcement	.055	10,395.00
55	lbs.	Copper	.60	33.00
750	lbs.	Cast Steel	.40	300.00
694	lin. ft.	Metal Handrail	5.00	3,470.00
				$ 39,998.00

U.S.R.S. Feed Canal (Sta. 1352+85 to 1353+21) (Estimated Prices)

All Required	Shoring, Cribbing, Etc. (10%)		$ 260.00
200 cu. yds.	Structural Excavation	$ 3.00	600.00
10 cu. yds.	Structural Excavation Below Elevations Shown	5.00	50.00
130 cu. yds.	Class "A" Concrete	24.00	3,120.00
18,800 lbs.	Metal Reinforcement	.055	1,034.00
55 lbs.	Copper	.60	33.00
86 lin. ft.	Metal Handrail	5.00	430.00
			$ 5,527.00

Subtotal	$ 52,885.00
10% Engr. & Cont.	5,288.50
Total	$ 58,173.50

Length of Roadway	11.537 miles
Length of 4 Bridges	.083 mile
Total Length	11.620 miles
Cost per mile, Roadway	$ 10,938.84

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 127,109.40	$ 77,537.00	$ 49,572.40
Bridges	58,173.50	35,493.00	22,680.50
	$ 185,282.90	$ 113,030.00	$ 72,252.90

UMATILLA RIVER OVERCROSSING

PROJECT NO. SM-FAGM 306-B (2)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

May 5, 1941.

UMATILLA RIVER BRIDGE AND OTHER STRUCTURES

PROJECT NO. SH-FAP 306-B (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

May 5, 1941.

PR 26

Roadway (Siphon Sta. 1335+94)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 3 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 9, 1941

State Oregon

Completion Date (Est.) April 15, 1942

Project No. [illegible]

Estimated Total Cost Rdwy. $ 6,385.00

Length: Miles 0

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	100	6	Metal culvert pipe	Lb.	[illegible]
2	Aggregates	Cy.	150	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	12	10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Bridge (Umatilla River)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 3 Sheets

Estimate of Materials Required for ~~Roadway~~ Bridge
(To Accompany P.S. & E.)

Starting Date (Est.) June 9, 1941

State Oregon

Completion Date (Est.) April 15, 1942

Project No. WR-FAP 302-B (1)

Estimated Total Cost Bridge $ 44,239.80

Length: Miles .064

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	1,480	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	1,250	7	Reinforcing steel	Lb.	189,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	80,000
4	Lumber	M.	100	10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Bridge (U. S. Feed Canal)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 3 of 3 Sheets

Estimate of Materials Required for Bridge
(To Accompany P.S. & E.)

Starting Date (Est.) June 9, 1941

State Oregon

Completion Date (Est.) April 15, 1942

Project No. SS-FAP 307-B (1)

Estimated Total Cost Bridge $ 6,079.70

Length: Miles .097

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	210	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	182	7	Reinforcing steel	Lb.	13,800
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	2,600
4	Lumber	M.	14	10	Explosives	Lb.	
5	Timber piling	Lft.					

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307-B-1

April 7, 1941

M. L. O'Neil & Son
Stanfield, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2442, which was awarded to you on March 27, 1941, by the State Highway Commission, covering grading and topping on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

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31 [illegible]

March 29, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence as of March 27, 1941 in the award of contract on Oregon SN-FAP 307-B (1), the Morrow County Line-Stanfield Section, to M. L. O'Neil & Son who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

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MAR 31 1941
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SN-FAP-307-B-1

March 28, 1941

M. L. O'Neil & Son,
Stanfield, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2442 which was awarded to you on March 27, 1941, covering the grading and topping of the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County.

Please execute all four copies of this contract, as to agreement and bond, and return all of them to this office for approval by the State Highway Commission. After they have been so approved a fully executed copy will be furnished you for your records and files and a copy will also be furnished the surety on your bond.

Your attention is called to the paragraph on Page 15 of the General Provisions which relates to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in conformance therewith.

Your attention is also called to the paragraph also on Page 15 of the General Provisions which relates to payment by the contractor of amounts due hospital associations, etc.,

Yours very truly,

DD:MC

Secretary

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307-B-1

#2442

March 28, 1941

H. L. O'Neil & Son
Stanfield, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission on March 27, 1941, awarded you the contract for 11.54 miles grading and topping on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County. This award was based on your low bid of $109,749.00 submitted on February 28, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RD:AM

cc - S. H. Probert
C. B. Pearson

	BLE
	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1217-B

$

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON MARCH 28 1941

N L O'NEIL & SON
STANFIELD OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU ON MARCH 27 1941 CONTRACT FOR GRADING AND TOPPING MORROW COUNTY LINE-STANFIELD SECTION OF BOARDMAN-STANFIELD HIGHWAY BASED ON YOUR LOW BID SUBMITTED FEBRUARY 28 1941. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

Tele

R. H. BALDOCK
Chief Engineer

By

A. H. Probert
Office Engineer

AHP:BB

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MAR 31 1941
FOR FILING

307-B-1

a

March 26, 1941

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

This it to advise that all rights of way required for the Morrow County Line-Stanfield grading project, Project SS-FAP 307-B (1) have been acquired.

Your concurrence in the award of contract, on March 27, to M. L. O'Neil & Son of John Day, Oregon, will be appreciated.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

E. M. Probert
Office Engineer

EMP:BR

307-B-1

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22 1941

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 19, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplemental P.S.& E. documents for Oregon Federal Aid Project No. SN-FAP 307-B (1), the Morrow County Line-Stanfield Section of the Old Oregon Trail, have today been recommended for approval, subject to our detailed check of the bridge plans and final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Very truly yours,

W. H. LYNCH
District Engineer

By: T. M. Davis
T. M. Davis
Senior Highway Engineer

R

March 13, 1941

Mr. E. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR 46, showing material requirements for the Morrow County Line-Stanfield Section, Project No. SN-FAP 307-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

Encl.

Oregon State Highway Department

Federal Aid Project
No. [illegible]-FAP 307-B (1)

MORROW COUNTY LINE-STANFIELD SECTION
OF THE BOARDMAN-STANFIELD HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 13, 1941

Roadway (Low Bid Prices)

All Required		Clearing and Grubbing		$ 700.00
1,200	cu. yds.	Trench Excavation, Unclassified	$1.00	1,200.00
442,000	cu. yds.	General Excavation, Unclassified	.10	44,200.00
560,000	yd. sta.	Overhaul	.005	2,800.00
179,000	yd. mi.	Truck Haul	.07	12,530.00
17,900	lin. ft.	Rounding Cutbanks	.04	716.00
11.54	miles	Finishing Roadbed and Slopes	150.00	1,731.00
140	lin. ft.	12" Concrete Pipe	.95	133.00
2,100	lin. ft.	18" Concrete Pipe	1.70	3,570.00
1,700	lin. ft.	24" Concrete Pipe	2.35	3,995.00
310	lin. ft.	24" Extra Strength Concrete Pipe	2.80	868.00
650	lin. ft.	36" Concrete Pipe	5.45	3,542.50
550	lin. ft.	18" Concrete Siphon Pipe	2.60	1,430.00
250	lin. ft.	18" Corr. Iron Metal Siphon Pipe	2.50	625.00
40	cu. yds.	Concrete End Basins	23.00	920.00
154	cu. yds.	Class "A" Concrete	23.00	3,542.00
24,500	lbs.	Metal Reinforcement	.06	1,470.00
85,000	cu. yds.	Selected Roadbed Topping	.15	12,750.00
138,000	yd. mi.	Hauling Roadbed Topping	.07	9,660.00
8,000	cu. yds.	Filler	.15	1,200.00
8,000	yd. mi.	Hauling Filler	.08	640.00
1,250	M-gals.	Sprinkling	1.25	1,562.50
			Subtotal	$109,749.00
			10% Engr. & Cont.	10,974.90
			Total	$120,723.90

Irrigation Canal Bridge (Sta. 989+21.5 to 989+52.5) (Estimated Prices)

All Required		Shoring, Cribbing, Etc. (50%)		$ 125.00
160	cu. yds.	Structural Excavation	$ 4.00	640.00

10	cu. yds.	Structural Excavation Below Elevations Shown	$ 8.00	$ 80.00
110	cu. yds.	Class "A" Concrete	26.00	2,860.00
22,200	lbs.	Metal Reinforcement	.0625	1,387.50
				$5,092.50

Butler Creek Bridge (Sta. 1008+45 to 1008+75)

All Required		Shoring, Cribbing, Etc. (Est)		$ 125.00
90	cu. yds.	Structural Excavation	$ 4.00	360.00
5	cu. yds.	Structural Excavation Below Elevations Shown	8.00	40.00
80	cu. yds.	Class "A" Concrete	26.00	2,080.00
16,800	lbs.	Metal Reinforcement	.0625	1,050.00
				$3,655.00

Subtotal	$8,747.50
10% Engr. & Cont.	874.75
Total	$9,622.25

Length of Roadway	11.537 miles
Length of 2 Bridges	.011 mile
Length of 1 Bridge (Exception)	.083 mile
Total Length	11.631 miles
Cost per mile, Roadway	$ 10,464.06

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$120,723.90	$73,640.00	$47,083.90
Bridges	9,622.25	5,870.00	3,752.25
	$130,346.15	$79,510.00	$50,836.15

MORROW COUNTY LINE-STANFIELD SECTION, BRIDGES

PROJECT NO. SN-FAP 307-B (1)

All necessary right of way has been acquired for the bridges on this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

March 13, 1941

PR 46

Bridge (Irrigation Canal)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 21, 1941

State Oregon

Completion Date (Est.) Sept. 30, 1941

Project No. [illegible]

Estimated Total Cost Bridge $3,601.75

Length: Miles .006

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	166	6	Metal culvert pipe	Lb.	- -
2	Aggregates	Cy.	155	7	Reinforcing steel	Lb.	- -
3	Bituminous mat.	Gal.	- -	8	Structural steel	Lb.	22,800
4	Lumber	M.	12	10	Explosives	Lb.	- -
5	Timber piling	Lft.	- -				

PR 46

Bridge (Butler Creek)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 21, 1941

State Oregon

Completion Date (Est.) Sept. 30, 1941

Project No. NH-FAP 307 B(1)

Estimated Total Cost Bridge $ 4,020.50

Length: Miles

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	120	6	Metal culvert pipe	Lb.	--
2	Aggregates	Cy.	113	7	Reinforcing steel	Lb.	16,800
3	Bituminous mat.	Gal.	--	8	Structural steel	Lb.	--
4	Lumber	M.	9	10	Explosives	Lb.	--
5	Timber piling	Lft.	--				

307-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 13, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. SN-FAP 307-B (1), the Morrow County Line-Stanfield Section of the Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until the right of way has all been secured.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

R

February 12, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR 46, showing material requirements for the Morrow County Line-Stanfield Section, Project No. SN-FAP 307-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

The portion of Project No. FAP 42, between Station 257+14 and 268+36.1, is to be abandoned, the length of the abandoned portion being 0.591 mile.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. NH-FAP 307-B (1)

MORROW COUNTY LINE-STANFIELD SECTION
OF THE BOARDMAN-STANFIELD HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 12, 1941

All Required		Clearing and Grubbing		$ 2,500.00
1,200	cu. yds.	Trench Excavation, Unclassified	$1.00	1,200.00
442,000	cu. yds.	General Excavation, Unclassified	.14	61,880.00
560,000	yd. sta.	Overhaul	.008	4,480.00
179,000	yd. mi.	Truck Haul	.10	17,900.00
17,000	lin. ft.	Rounding Cutbanks	.07	1,190.00
11.54	miles	Finishing Roadbed and Slopes	300.00	3,462.00
140	lin. ft.	12" Concrete Pipe	1.25	175.00
2,100	lin. ft.	18" Concrete Pipe	2.00	4,200.00
1,700	lin. ft.	24" Concrete Pipe	3.00	5,100.00
310	lin. ft.	24" Extra Strength Concrete Pipe	3.50	1,085.00
650	lin. ft.	36" Concrete Pipe	6.00	3,900.00
550	lin. ft.	18" Concrete Siphon Pipe	2.50	1,375.00
250	lin. ft.	18" Corr. Iron Metal Siphon Pipe	2.50	625.00
40	cu. yds.	Concrete End Basins	25.00	1,000.00
154	cu. yds.	Class "A" Concrete	25.00	3,850.00
24,500	lbs.	Metal Reinforcement	.06	1,470.00
85,000	cu. yds.	Selected Roadbed Topping	.25	21,250.00
138,000	yd. mi.	Hauling Roadbed Topping	.10	13,800.00
8,000	cu. yds.	Filler	.30	2,400.00
8,000	yd. mi.	Hauling Filler	.12	960.00
1,250	M-gals.	Sprinkling	1.50	1,875.00
			Subtotal	$155,677.00
			10% Engr. & Cont.	15,567.70
			Total	$171,244.70

Length of Roadway	11.537 miles
Length of Bridge (Exception)	.094 mile
Total Length	11.631 miles
Cost per mile, Roadway	$ 14,843.08

Federal Aid Funds- -	$104,460.00
State Funds- -	66,784.70
	$171,244.70

MORROW COUNTY LINE-STANFIELD SECTION

PROJECT NO. SN-FAP 307-B (1)

While negotiations for right of way are in progress, thirty parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within fourteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

February 12, 1941

PR 46

Roadway (Morrow County Line-Stanfield)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) March 20, 1941 State Oregon

Completion Date (Est.) April 30, 1942 Project No. SN-FAP 397-B (1)

Estimated Total Cost Roadway $171,244.70 Length: Miles 11.537

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	800	6	Metal culvert pipe	Lb.	4,900
2	Aggregates	Cy.	700	7	Reinforcing steel	Lb.	39,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	21	10	Explosives	Lb.	
5	Timber piling	Lft.					

CONTRACT # [redacted] 2442

30-1014 Morrow County Line-Stanfield
Old Oregon Trail 1941

2442

Form E-1—3M—8-40

#1.

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 29, 1941

Section Morrow County Line - Stanfield

Kind of work Grading and Topping

Highway Old Oregon Trail

Section prefix 30-1014

Contractor M. L. O'Neil

Contract number

Date of contract , 19

Date of completion , 19

Date work started , 19

Estimated date of completion , 19

Amount of contract $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date, $, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work started Friday. Clearing 765 to 980 and they are grading 765 to 815.

RECEIVED MAR 31 19
OFFICE OF [illegible]
CONST. [illegible]

NOTED
H. W. LIEB

Signed L. R. Chandler

Address Pendleton

NOTED
VAN SCOY

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed	1.0				
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., 3 carryalls, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

CONTRACT# [redacted] 2443

22-1035 Foster-Cascadia Sec.
Santiam Highway. 1941

#2443

R.H. Baldock

22-1035

R

NOTED
State Highway Engineer

RECEIVED
OCT - 7 1941
FOR FILING

FINAL COST ANALYSIS
Foster-Cascadia Section
The South Santiam Highway in Linn County

Contract No. 2443 Prefix 22-1035
O. C. Yocom, ~~Contractor~~ J. C. Chapman, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
1"-0 Mat'l in Surf. Cse.	$8,645.38	8,249.6	Tons	$1.048	$1.16	$9,569.54
1"-0 " " Stockpile	2,714.00	2,541.2	Cu. Yd.	1.068	1.25	3,176.50
Screen Rejection Mat'l	1,222.10	4,888.4	Cu. Yd.	0.250	0.25	1,222.10
Haul Adjustment (Cont.)	1.21	18.4	Yd. Mi.	0.066	0.08	1.47
Purchase Order No. 14422:						
1"-0 Mat'l. in Place	135.50	100.0	Cu. Yd.	1.355	1.50	150.00
	$12,718.19					$14,119.61

Gross Revenue	$14,119.61
Total Cost	12,718.19
Net Profit	$1,401.42

Net Profit Equals 9.93% of Gross Revenue

Foster-Cascadia Surfacing

Analysis of Cost

Item	Cost	Quantity	Unit	Unit Cost per Cu. Yd.	Unit Cost per Ton
Move In & Set Up	$1,360.44	9,240.8 11,551.0	Cu. Yd. Tons	$0.147	$0.118
Strip Pit	646.24	9,240.8 11,551.0	Cu. Yd. Tons	0.070	0.056
Load in Pit	1,159.27	9,240.8 11,551.0	Cu. Yd. Tons	0.125	0.100
Haul to Crusher	950.24	9,240.8 11,551.0	Cu. Yd. Tons	0.103	0.082
Crushing	4,606.83	9,240.8 11,551.0	Cu. Yd. Tons	0.499	0.399
Cost in Bunker				$0.944	$0.755

Sizes & Quantities Manufactured

1"-0 Material in Surface Course	8,249.6 Tons
1"-0 Material in Stockpile	2,691.2 Cu. Yds.
*1"-0 Screen Rejection	4,888.4 Cu. Yds.

* Quantity not used in computing cost in bunker as this material was scalped and not run through crusher.

Foster-Cascadia Surfacing

Detail of Cost

Labor:		
Supervision	$362.74	
Labor	4,042.94	
State Industrial Accident Insurance	220.30	
Social Security & Unemployment Insurance	176.22	
		$4,802.20
Equipment Rental, Tools & Misc.:		
Equipment Rental (Including Repairs)	$4,339.65	
Hired Cat & Dozer (Including G.O.G.)	480.18	
Gasoline, Oil & Grease	1,162.92	
Small Tools & Miscellaneous	1,383.28	
Bond	126.37	
Office & Overhead	423.59	
		7,915.99
Total Cost		$12,718.19

Foster-Cascadia, Surfacing

REMARKS:

This contract, a "State Project", for the surfacing and furnishing of maintenance materials on the Foster-Cascadia Section of the South Santiam Highway was awarded to O. C. Yocom on April 3rd, 1941. Work on this project began on April 14th, 1941, and the contract fulfilled on June 10th, 1941.

The plant, an Austin-Western portable unit, was powered by 1 - 120 h.p. diesel, 1 - 25 h.p. Fordson diesel, 1 Star automobile engine. A ½ cu. yd. Lorain shovel was used in the pit and 2 - 1½-ton trucks were used to haul from pit to scalping screen. Other equipment used on this project included 1 set of scales, 1 service truck, 1 pick-up, 1 small caterpillar motor patrol and 4 - 1½-ton hired trucks.

The gravel pit used was the "State" pit at M.P. 37.12 on the South Santiam Highway. There were approximately 9 feet of gravel above bedrock. Approximately 34.5% of the material handled was scalped out in the scalping operation which consisted of the material passing over a 1" square mesh screen. A total of 14,179.2 cu. yds. of material was handled by the contractor in 252.5 hours of operating time, for an average production of 56.2 cu. yds. per hour which includes the reject materials; an average of 36.8 cu. yds. per hour of the bid items was produced.

The only piece of equipment needed on the street work was a motor patrol, and the average cost of this item was $0.11 per ton including all labor and supplies. This phase of the work was a little high in cost due to the high rental rate paid by the contractor on the motor patrol along with several shutdowns caused by minor breakdowns and wet weather and the fairly low hourly production.

Good supervision and fair prices on the bid items gave the contractor a nice profit on this contract.

E. H. Clymer
Cost Analyst

By . . A. C. Vincent

RECEIVED
AUG 30 1941
FOR FILING

22-1035

R

August 30, 1941

United States Fidelity & Guaranty Co.
Ethel A. Cline
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2443 for work on the Foster-Cascadia Section of the Santiam Highway in Linn County, has been completed by the contractor, O. C. Yocom, and that final settlement will be made on or after September 9, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $13,969.61, including final apyment and that no force account work was performed therein. This contract was completed on June 10, 1941, and accepted by the Commission on July 24, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. C. DeSart

Form E-1—3M—10-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 21, 1941

Section	Foster-Cascadia	*Kind of work*	Surfacing
Highway	Santiam	*Section prefix*	22-1035
Contractor	O. C. Yocom	*Contract number*	2443
Date of contract	April 3, 1941	*Date of completion*	June 15, 1941
Date work started	April 14, 1941	XXXXXXX *date of completion*	June 10, 1941
Amount of contract	$12,637.00	*Per cent of time elapsed*	100 %

Estimated cost of completed project, exclusive of engineering $14,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $675, 5.3 % *Date project was completed* June 10, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two men worked on final estimate , completed June 20, 1941.

NOTED

RECEIVED JUN 23 1941 OFFICE OF DIVISION ENGINEER DIVISION NO. 2

RECEIVED JUN 23 1 OFFICE OF CONST ENGINEER

Signed J. C. Chapman J. C. Chapman

Address Cascadia, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

R

RECEIVED
FORM 2-90 25M 3-41
OCT 31 1941
FOR FILING

33-1435

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10th, 1941

Subject: Foster-Cascadia Estimate

To:

Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

Herewith estimate of cost to oil the Foster-Cascadia Section of the Santiam Highway. It was considered advisable and necessary to oil this section on account of the loose condition of the resurfacing material recently laid.

Will you kindly secure the approval of the Commission for this work to be done by state forces.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

REFERRED TO
Mr. Glaisyer
By Asst. Chief Engineer

OK

6/12/41

N.O.A.

FORM E-30 25M 3-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1941

Subject:

To: Mr. H. G. Smith,
Construction Engineer.

Dear Sir:

Herewith an estimate for a light oil mat on the newly resurfaced section of the Santiam Highway (Foster to Cascadia), as per the discussion with Mr. Baldock this morning. This estimate is made up on the basis of the work being performed by a State oiling crew.

Length of section .... 10.4 miles
Width of mat .... 18 feet

290 tons	SC-2 or Gasco No. 1 Prime	$16.00	$ 4,640.00
1,200 cu. yds.	Cover Rock (Reject Material in Stock Pile)	.75	900.00
140 tons	SC-6	21.00	2,940.00
1,400 cu. yds.	Cover Rock (Reject Material in Stock Pile)	.75	1,050.00
			$ 9,530.00
	Contingencies		470.00
			$10,000.00

Note: SC-2 to be applied at 0.6 gallon per square yard for a total of 70,000 gallons. SC-6 to be applied at 0.3 gallon per square yard.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

RECEIVED
JUN 5 1941
FOR FILING

22-1035

May 23, 1941

U. S. Nat'l. Bank of Portland
McMinnville Branch
McMinnville, Oregon

Gentlemen:

This is to inform you that we have received from Contractor O. C. Yocom an assignment of claim in your favor, whereby all moneys due Mr. Yocom in connection with his contract No. 2443, with the State Highway Commission, for the surfacing of the Foster-Cascadia Section of the Santiam Highway, in Linn County are assigned to your bank.

This assignment is in proper form, and we have also received a letter from the United States Fidelity & Guaranty Company, surety on the bond furnished by Mr. Yocom on this job, consenting to the assignment.

We shall be pleased to honor the assignment.

Very truly yours,

Secretary

HBG:BS

cc - Carl Smith: Three copies of the above mentioned assignment are enclosed for your records and files.

H.B.G.

cc - O. C. Yocom

RECEIVED
JUN 2 1941
FOR FILING

22-1135

(2e)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1941

Subject: Need of gravel on South Santiam Highway

To: Mr. R. H. Baldock
Chief Engineer

Dear Sir:

Due to the weather conditions and the increased log hauling on the South Santiam Highway, it has been very difficult to keep this road properly maintained during the winter months. I have reference to the twelve-mile section easterly from the end of the oil east of Sweet Home.

We will need at least 2000 cubic yards of material to use during the next three months to blot up the surplus mud and to place in the soft spots which are developing from day to day. This amount is too large an order to buy through the Board of Control, especially since there are no commercial plants in operation at this time.

I recommend that a contract be let immediately for crushing 5000 cubic yards of 1¼"-0" crusher-run material and that 2500 cubic yards be placed on the road and the other 2500 cubic yards be stock piled.

Very truly yours,

J. N. Bishop
J. N. Bishop
Maintenance Engineer

REFERRED TO
Mr. Glaisyer
By Chief Engineer

Agenda

JNB/er

cc H. G. Smith
F. D. Eason

R

RECEIVED
APR 29 1941
FOR FILING

22-1035

April 28, 1941

Mr. O. C. Yocom
Willamina, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2443 which was awarded to you on April 3, 1941, by the State Highway Commission, covering surfacing work on the Foster-Cascadia Section of the Santiam Highway, in Linn County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

RECEIVED
APR 8 1941
FOR FILING

22-1032

April 7, 1941.

Mr. O. C. Yocom
Willamina, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2443, which was awarded to you by the State Highway Commission on April 3, 1941, for surfacing on the Foster-Cascadia Section of the Santiam Highway, in Linn County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

BS

Secretary

RECEIVED
APR 7 1941
FOR FILING

22-1035

April 5, 1941

Mr. O. G. Yocom
Willamina, Oregon

Dear Sir:

The State Highway Commission on April 3, 1941, awarded you the contract for surfacing and rock production, on the Foster-Cascadia Section of the Santiam Highway, in Linn County. This award was based on your low bid of $12,637.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RG

cc S. H. Probert
   O. S. Paxson

CONTRACT #2444

SN-FAP 307-B-1 Morrow Co. Line- 1941
Stanfield Brs. Sec.,
#2444 Boardman-Stanfield Hwy.

RECEIVED
JUN 19 1942
FOR FILING
307-12-1

June 17, 1942

Jones-Scott Company
Jones-Scott Building
Walla Walla, Washington

Gentlemen:

Your letter of June 15, to Mr. Earl Snell, Secretary of State, in regard to your claim in the amount of $567.60 against A. Milne, for material furnished on highway contract No. 2444, covering the construction of two bridges on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, has been referred to this office for answer, inasmuch as it pertains to a Highway Department contract.

Neither the Highway Department nor the State of Oregon can make payments for claims against contractors, nor can we force a contractor to pay his claims. However, we do require the contractor to post a surety bond to guaranty payment of just claims in connection with state contract work.

The filing of your claim with the Secretary of State serves to bind the surety bond as protection for the filed claim, which protection would otherwise expire at the end of a six months' period immediately following completion of the work and its acceptance by the positive action of the Highway Commission.

As this contract was completed September 25, 1941, and accepted October 17, 1941, your claim was filed in sufficient time (March 24, 1942) to insure your right of action in the courts at this or some future time.

If you have exhausted all hope of settlement directly with the contractor and with the surety company, U. S. Fidelity & Guaranty Company, whose resident agent is Raymond C. Weiss, Bedell Bldg., Portland, you still have recourse through the courts.

If we can be of any further service in this matter kindly advise us.

Very truly yours,

DGD:RS

Secretary

NOTED
D. G. D

RECEIVED
APR 29 1942
FOR FILING

307-B-1

April 28, 1942

Truscon Steel Company
2139 North Kerby Avenue
Portland, Oregon

Attention: C. W. Anderson, District Sales Manager

Gentlemen:

Your letter of April 24, 1942, addressed to Earl Snell, Secretary of State, relative to contracts which A. Milne has with the State Highway Commission, has been referred to this department for reply.

We are mailing you today, under separate cover, certified copies of Mr. Milne's contracts, as follows:

✓ Contract No. 2444 for construction of bridges on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County;

Contract No. 2451 for grading, surfacing, oiling and bridge construction on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

These certified copies are being sent to you, subject to receipt of affidavit of claim and request for certified copies, in accordance with the provisions of Chapter 517, Oregon Laws 1939, a mimeographed copy of which is inclosed.

We are not sending photostatic copies of the bond as requested inasmuch as the body of the contract is part of the bond.

Very truly yours,

DD:AM

Secretary

NOTED
D. G. DeSart

FORM E-30 30M 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1942

Subject: Truscon Steel Company's Claims against Mr. A. Milne

To:
Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

Reference is made to the attached letter from the Truscon Steel Company to Mr. Snell in which that company advises that it is filing claims against the bonding company on these jobs. We have had two bridge contracts with Mr. Milne recently, the first being Contract No. 2421 for siphons and culverts on the Boardman-Stanfield Section. All work on this contract was accepted by the Commission on June 13, 1941, and the final warrant was paid to Mr. Milne on November 12, 1941. The second contract was No. 2444, and it covered the construction of bridges over an irrigation canal and over Butter Creek. This work was accepted by the Commission on October 17, 1941, and the final warrant was mailed on November 4, 1941. We have paid Mr. Milne all that is due him on these contracts.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP CM
Attached
cc W. A. Reeves

TRUSCON STEEL COMPANY
STEEL PRODUCTS
GENERAL OFFICES AND MAIN PLANT, YOUNGSTOWN, OHIO

C. W. ANDERSON
DISTRICT SALES MANAGER

2139 NORTH KERBY AVE.
PORTLAND, ORE.

April 24, 1942

RECEIVED
APR 27 1942
ISSION

Earl Snell,
Secretary of State
Salem, Oregon

Re: Contracts PO-2427 and PO-2428
A. Milne Construction Company
Boardman-Stanfield Highway Job
Long Creek-John Day Highway Job

Dear Sir:

Due to the failure of the A. Milne Construction Company to take care of their account covering reinforcing steel furnished on the above jobs last year, it is necessary that we protect ourselves by filing claims against the U. S. Fidelity and Guaranty Company, who furnished performance bonds on these two jobs.

In order that our file may be complete, will you please have photostatic copies made of these two bonds and forward to us with a statement of whatever expense is involved.

Very truly yours,

TRUSCON STEEL COMPANY

CWAnderson

District Sales Manager

CWAnderson:cm
cc. Oregon State Highway Dept.

REFERRED TO Depart
BY
prepare certified copies

Respectfully referred to State Highway Commission

STATE DEPARTMENT

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS AND OTHER DELAYS UNAVOIDABLE OR BEYOND OUR CONTROL. ALL ORDERS ARE SUBJECT TO THE WRITTEN APPROVAL OF GENERAL SALES OFFICES AT YOUNGSTOWN, OHIO

RECEIVED
MAR 26 1942
FOR FILING

SN FAP307-B-1

March 25, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of March 24, enclosing three copies of a notice of claim, in the amount of $567.60, filed by the Jones-Scott Company against the bond taken from A. Milne in connection with his contract No. 2444 with the State Highway Commission, for work on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. DeSart

March 25, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim, in the amount of $567.60, filed by the Jones-Scott Company against the bond taken from A. Milne for work on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County, being state highway contract No. 2444.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

D. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 24, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Jones-Scott Company for $567.60 against the bond taken from A. Milne Construction Company for work on highway contract No. 2444 which was received and filed today. In accordance with our telephone conversation, the request to insert the name of principal and surety is also enclosed.

Please acknowledge receipt of the copies in order that our files may be complete.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
enc. 4

COPY

JONES-SCOTT COMPANY
Jones-Scott Building
Walla Walla, Washington

March 23, 1942

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

"To State of Oregon:

> Notice is hereby given that the undersigned, Jones-Scott Company, Walla Walla, Washington, has a claim for sand and gravel in the sum of Five hundred sixty-seven and 60/100 dollars, ($567.60) against the bond taken from
>
> for the work of Butter Creek and Canal Job near Hermiston, Oregon, State Highway Job No. 244 awarded to A. Milne Construction Company of Portland, Oregon.

JONES-SCOTT COMPANY

LOUIS PIFER
Louis Pifer, Manager

Endorsed: File No. 3050
Filed March 24, 1942
EARL SNELL, Secretary of State

RECEIVED
MAR 6 1942
FOR FILING

207-K-1

March 6, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, ~~Resident~~ Agent,
Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto are copies of claims which have been filed in the office of the Secretary of State by the Tum-A-Lum Lumber Company of Walla Walla Walla, Washington, against the bonds taken from A. Milne in connection with the following contracts:

Contract No. 2421 for construction of two concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail, in Morrow County. Amount of claim $97.15.

Contract No. 2444 for construction of bridges on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County. Amount of claim $76.77.

This information is given you inasmuch as you appear surety on both contracts.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

DeSart

March 6, 1942

Tum-A-Lum Lumber Company
Walla Walla, Washington

Attention: A. E. Chambers, Credit Manager

Gentlemen:

Your letter of March 3, 1942, addressed to the Secretary of State, requesting information on A. Milne's contracts, No. 2421 and No. 2444, has been referred to this office for reply.

Contract No. 2421, for construction of siphons on the Boardman-Stanfield Section of the Old Oregon Trail, in Morrow County, was completed on April 11 and was accepted by the State Highway Commission on June 13, 1941. Claims in the amount of $426.59 have been filed against this contract. The final payment was mailed to Mr. Milne on November 12, 1941.

Contract No. 2444, for construction of bridges on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County, was completed on September 25 and was accepted by the State Highway Commission on October 17, 1941. Claims in the amount of $1,378.30 have been filed against this contract. The final payment was made on November 4, 1941.

I trust this information will be of value to you. If you desire additional information we will be glad to furnish it upon request.

Very truly yours,

AH

Secretary

cc - Secretary of State

March 6, 1942

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of March 5 with copies inclosed of claims which have been filed in your office by the Tum-A-Lum Lumber Company against the bonds taken from A. Milne in connection with Contracts No. 2444 and No. 2421.

In accordance with our usual practice we are today forwarding copies of the claims to the bonding company and the contractor.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AS

Secretary

COPY

TO STATE OF OREGON, SALEM, OREGON:

Notice hereby is given that the undersigned Tum-A-Lum Lumber Company has a claim for building materials and hardware, in the sum of $76.77 (seventy-six and 77/100)dollars), against the bond taken from Mr. A. Milne and the United States Fidelity & Guaranty Company, for the work under Contract No. 2444, for the construction of two bridges on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County.

TUM-A-LUM LUMBER COMPANY

By A. E. CHAMBERS
Credit Manager

3/3/42

Endorsed:

File No. 3042
Filed March 5, 1942
EARL SNELL, Secretary of State

RECEIVED
MAR 3 1942
FOR FILING

309-B-1

March 2, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

This is to advise you that claims, as follows, have been filed in this office by the Tum-A-Lum Lumber Company, Walla Walla, Washington against contracts No. 2421 and No. 2444, with A. Milne:

Claim in the amount of $97.15 against contract No. 2421, for construction of siphons on the Boardman-Stanfield Section of the Old Oregon Trail, in Morrow County;

Claim in the amount of $76.77 against contract No. 2444, for construction of bridges on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Milne in connection with both of these contracts.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. DeSart

March 2, 1942

Tum-A-Lum Lumber Company
Walla Walla, Washington

Attention: A. E. Chambers, Credit Manager

COPY

Gentlemen:

This acknowledges receipt of your letter of February 28, 1942, with copies inclosed of claims, as follows, against contracts with A. Milne:

Claim in the amount of $97.15 against contract No. 2421 for construction of siphons on the Boardman-Stanfield Section of the Old Oregon Trail, in Morrow County;

Claim in the amount of $76.77 against contract No. 2444 for construction of bridges on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County.

In accordance with our usual practice we are today notifying the bonding company and the contractor that the claims have been filed.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

NOTED
D DeSart

TO STATE OF OREGON, SALEM, OREGON:

Notice hereby is given that the undersigned Tum-A-Lum Lumber Company has a claim for building materials and hardware, in the sum of $76.77 (seventy-six and 77/100 dollars), against the bond taken from Mr. A. Milne and the United States Fidelity & Guaranty Company, for the work under contract No. 2444, for the construction of two bridges on the Morrow County, Line-Stanfield Secion of the Boardman-Stanfield highway, in Umatilla County.

TUM-A-LUM LUMBER COMPANY

By U.E. Chambers
Credit Manager

2/28/42

Folio ________ HERMISTON Yard, 2/25/42, 194

M Milne Construct.Co.
7253 Northeast Broadway
Portland, Ore.

DEBTOR TO TUM-A-LUM LUMBER COMPANY

General Offices: Walla Walla, Wash.

Terms—

10% interest charged on all past due accounts

1941						
June	28	4-2x6-22 Com	88	37.00	3 26	
		2-1x6-16 Sel. Com	16	40.00	64	
		4-1x10-10 #2 Pine	33	45.00	1 49	
			137		5 39	5 39
July	14	3-1x8-10 #2 Ship.	20			
		25-1x8-12	200			
		7-1x8-14	65			
		33-1x8-16	352			
		9-1x8-18	108			
		1-1x8-8	6			
			751	33.00	24 80	
		6-1x8-14	56			
		24-1x8-16	256	20.00	6 25	
		15-4x8 plylock	480	45.00	21 65	
						52 70
July	25	1-1x6-12' Pine fin.	06'	80.00		50
July	28	12-4x8-1/4 Plylock	384	45.00		17 28
Aug.	18	1 sax. hyd. lime 50#				90
						76 77

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD/mm

Secretary

NOTED
D. DeSart

RECEIVED
FEB 25 1942
FOR FILING

2n. FAP 307B1

February 24, 1942

Tum-A-Lum Lumber Company
Walla Walla, Washington

Gentlemen:

We have your letter of February 21, advising of your claims against A. Milne. Mr. Milne has two contracts in the vicinity of your Hermiston and Umatilla yards, as follows:

> Contract No. 2441, for the construction of two bridges on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County, for which the United States Fidelity & Guaranty Company furnished the surety bond through their resident agent, Raymond C. Weiss, Bedell Building, Portland, Oregon. This contract was accepted on October 17, 1941.
>
> Contract No. 2421, for the construction of two concrete siphons on the Boardman-Stanfield Section of the Old Oregon Trail (Boardman-Stanfield Highway) in Morrow County, for which the bond was furnished by the same parties. This contract was accepted on June 13, 1941.

It will be necessary that you break down your claims, showing the amount against each one of these contracts, and we advise that you file these claims against the bonds through the office of the Secretary of State in accordance with Chapter 517, Oregon Laws 1939, copy of which is enclosed for your guidance. We also advise that you file your claims with the surety company direct.

You will note that claims against bonds should be filed within a period of six months after acceptance of the contract by the Highway Commission. Notwithstanding the fact that this period has expired for contract No. 2421, we advise that you file your claims against both contracts through the office of the Secretary of State.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD/mm

Secretary

[illegible]
D [illegible]Sart

GENERAL OFFICE
TUM-A-LUM LUMBER COMPANY
WALLA WALLA, WASHINGTON

February 21,1942

RECEIVED
FEB 24 1942
STATE HIGHWAY COMMISSION

StateHighway Commission
Salem, Oregon

Gentlemen:

We have two claims against Milne Construction Company , at our Hermiston yard for $76.77 and the Umatilla yard $101.95, which have not been paid.

2421
2444

Please let us know what the situation is and if we should file our claim with the State.

Yours truly,

Credit Department
TUM-A-LUM LUMBER CO.

By A. E. Chambers

Credit Manager

AEC:GW

RECEIVED
FEB 2 1942
FOR FILING

507-B-1

January 28, 1942

United States Fidelity & Guaranty Company
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim, in the amount of $1,301.53, filed by the Truscon Steel Company against the bond taken from A. Milne for work on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County, being State Highway contract No. 2444.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. DeSart

RECEIVED
FEB 2 1942
FOR FILING

January 28, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of January 20, enclosing three copies of a Notice of Claim, in the amount of $1,302.53, filed by the Truscon Steel Company against the bond taken from A. Milne in connection with his contract with the State Highway Commission, No. 2444, for work on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D DeSart

January 27, 1942

Trusson Steel Company
2139 North Kerby Ave.
Portland, [redacted]

Gentlemen: Attention C. W. Anderson

In accordance with your letter of January 26, we advise that contract No. 2451, with A. Milne, for grading, surfacing and oiling, and the construction of two bridges, on the Long Creek-Fox Section of the Pendleton-John Day Highway, has not yet been completed and accepted. It is probable that this work will not be completed before about the end of next June.

Mr. Milne's contract No. 2444, for the construction of two bridges on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, was completed September 25, 1941, and accepted by the Highway Commission October 17, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

NOTED
D. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 27, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from the Truscon Steel Company, Portland, and filed as of this date, the following notices of claim:

Notice of claim by Truscon Steel Company for reinforcing steel furnished in the sum of $1301.53 against A. Milne Construction Company, principal, and U. S. Fidelity and Guaranty Company, surety for work on the Boardman-Stanfield Highway. File No. 3032. 2444

Notice of claim by Truscon Steel Company for reinforcing steel furnished in the sum of $547.85 against the A. Milne Construction Company, principal, and U. S. Fidelity and Guaranty Company, surety for work on the Long Creek-John Day Highway, File No. 3033. 2451

Kindly acknowledge receipt of the enclosed copies of the claims for our files.

Very truly yours,

Earl Snell

Secretary of State

S:FL

Enc. 6

REFERRED TO
[illegible]
BY SECRETARY
Prepare usual letter

RECEIVED
JAN 28 1942
STATE HIGHWAY COMMISSION

COPY

TRUSCON STEEL COMPANY
STEEL PRODUCTS

TRUSCON STEEL COMPANY

STEEL PRODUCTS

GENERAL OFFICES AND MAIN PLANT, YOUNGSTOWN, OHIO

C. W. ANDERSON
DISTRICT SALES MANAGER

2139 NORTH KERBY AVE.
PORTLAND, OREGON

JANUARY 26, 1942

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, the Truscon Steel Company of Youngstown, Ohio, has a claim for furnishing reinforcing steel in the sum of $1301.53 against the bond taken from the U. S. Fidelity and Guaranty Company as supplied to the A. Milne Construction Company for the work of constructing two bridges on the Boardman Stanfield Highway.

Very truly yours,

TRUSCON STEEL COMPANY

C. W. ANDERSON

District Sales Manager

CWAnderson:cm
cc. State Highway Commission
cc. E. Bender, Credit Dept.

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS AND OTHER DELAYS UNAVOIDABLE OR BEYOND OUR CONTROL. ALL ORDERS ARE SUBJECT TO THE WRITTEN APPROVAL OF GENERAL SALES OFFICES AT YOUNGSTOWN, OHIO

TRUSCON STEEL COMPANY
STEEL PRODUCTS
GENERAL OFFICES AND MAIN PLANT, YOUNGSTOWN, OHIO

C. W. ANDERSON
DISTRICT SALES MANAGER

2139 NORTH KERBY AVE.
PORTLAND, ORE.

RECEIVED
JAN 27 1942
[illegible]
STATE HIGHWAY COMMISSION

January 26, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Attached we are sending you for your records, formal notices to the Secretary of State of Oregon covering our claims against the A. Milne Construction Company for reinforcing steel furnished to them last year on the Boardman Stanfield Highway job and on the Long Creek John Day Highway job.

Since the law requires that such notices be filed within six months immediately following the completion of the work and acceptance thereof, we will appreciate your advising us by return mail the official acceptance dates of the above two jobs.

Thanking you for your cooperation in protecting our claims, we are

Very truly yours,
TRUSCON STEEL COMPANY

CWAnderson
District Sales Manager

CWAnderson:cm

REFERRED TO
[illegible]
BY SECRETARY

prepare reply [illegible]

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS AND OTHER DELAYS UNAVOIDABLE OR BEYOND OUR CONTROL. ALL ORDERS ARE SUBJECT TO THE WRITTEN APPROVAL OF GENERAL SALES OFFICES AT YOUNGSTOWN, OHIO

January 26, 1942

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, the Truscon Steel Company of Youngstown, Ohio, has a claim for furnishing reinforcing steel in the sum of $1301.65 against the bond taken from the U. S. Fidelity and Guaranty Company as supplied to the A. Milne Construction Company for the work of constructing two bridges on the Boardman Stanfield Highway.

Very truly yours,

TRUSCON STEEL COMPANY

District Sales Manager

CWAnderson:cm
cc. State Highway Commission
cc. N. Bender, Credit Dept.

R

RECEIVED
JAN 28 1942
FOR FILING
(Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

307-B-1

January 19, 1942

JAN 20 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAP SN-FAP 307-B (1)
Morrow County Line-Stanfield Sec.
Boardman-Stanfield Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

CC. M. Bender, Credit Dept., Ygtn.

RECEIVED
JAN - 7 1942
FOR FILING

307-B-1

REFERRED TO
BY [illegible]

(Copy filed in
1[illegible]2-B-1)

January 6, 1942

U. S. Fidelity & Guaranty Co.
Bedell Building
Portland, Oregon

RECEIVED
JAN 7 - 1942
OREGON
STATE HIGHWAY COMMISSION

Re: A. Milne Construction Company
Our Contracts PO-2427 and PO-2428

Gentlemen:

Our account covering reinforcing steel sold to A. Milne Construction Company under the above contract numbers is so long overdue and our customer appears so little concerned over his failure to comply with our contract terms that we find it necessary to protect ourselves under the performance bonds as furnished by yourselves.

2444 Contract PO-2427 covered reinforcing steel furnished for two bridges on the Boardman Stanfield Highway. There remains due us on this contract $1301.53 all of it invoiced in June of 1941.

2451 Contract PO-2428 covered reinforcing steel furnished for two bridges on the Long Creek John Day Highway. This job was all invoiced in August 1941 and the entire total of our invoices $547.85 remains unpaid.

We will appreciate your acknowledging receipt of this notice of non-payment so that our file may be complete.

Very truly yours,

TRUSCON STEEL COMPANY

District Sales Manager

CWAnderson:em
cc. State Hwy. Dept., Salem
CC. N. Bender, Credit Dept., Ygtn.

NOTED
D. DeSart

RECEIVED
DEC 15 1941
FOR FILING

309-15-1

R-

December 13, 1941

Pacific Portland Cement Company
417 Montgomery Street
San Francisco, California

Attention: H. D. O'Banion, Credit Manager

Gentlemen:

In reply to your letter of December 10, 1941, we advise that A. Milne's contract, No. 2444, Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway was completed on September 25, 1941, and was accepted by the State Highway Commission on October 17, 1941.

Final payment, in the amount of $665.73, was made on November 4, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

NOTED
D. G. DeSart

TELEPHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

417 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA

December 10, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise if Contract #2444 with A. Milne Construction Co. has been completed and accepted by the Oregon State Highway Commission. Also will you please advise if final payment has been made to the general contractor.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion

H. D. O'Banion
Credit Manager

HDO:vb

RECEIVED
DEC 12 1941
STATE HIGHWAY COMMISSION

RECEIVED
OCT 18 1941
FOR FILING

307-B-1

R

October 16, 1941

United States Fidelity & Guaranty Company
1112 Bedell Building
Portland, Oregon

Attention: R. C. Weiss

Gentlemen:

In accordance with your letter of October 15, we will withhold final payment to A. Milne on his contract No. 2444 for bridge construction on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, until receipt of further instructions from you.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED OCT 16 '41
Retain this copy
for your file
[illegible]

NOTED
D. C. DeSart

RECEIVED
OCT 15 1941
FOR FILING

307-B-1

October 14, 1941

United States Fidelity & Guaranty Co.
Raymond C. Weiss
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2444, for work on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County, has been completed by the contractor, A. Milne, and that final settlement will be made on or after October 24, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the contractor in connection with this contract will be $7,196.23, including final payment, and that no force account work was performed therein. This contract was completed on September 25, 1941, and has not yet been accepted by the Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. C DeSart

RECEIVED
JUN 19 1941
FOR FILING

307-E-1

June 19, 1941

Pacific Portland Cement Co.
603 Lumbermens Building
Portland, Oregon

Dear Sirs:

This will acknowledge receipt of your letter of June 16th and advise that Contract No. 2444 with A. Milne, 7253 N. E. Broadway, Portland, for construction of bridges on the Morrow County Line, Stanfield Section of the Boardman-Stanfield Highway in Umatilla county calls for completion on Sept. 30, 1941.

The bond in the amount of $7,360.00 on this contract was furnished by the United States Fidelity and Guaranty Company through their resident agent, Raymond C. Weiss, Bedell Building, Portland, Oregon.

Contract No. 2451 with A. Milne, 7253 N. E. Broadway, Portland, Oregon, for grading, surfacing, oiling and bridges on the Long Creek-Fox Creek Section of the Pendleton John Day Highway in Grant County, calls for completion on August 31, 1941.

The bond for this job in the amount of $115,600.80 was furnished by the United States Fidelity and Guaranty Company through their resident agent, Raymond C. Weiss, Bedell Building, Portland.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

OA

Secretary

RECEIVED
JUN 17 1941
OREGON
STATE HIGHWAY COMMISSION

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Rose Hardwall Plaster and Gypsum Products

TRADE-MARKS

MAIN OFFICE, SAN FRANCISCO, CALIFORNIA
603 LUMBERMENS BUILDING
PORTLAND, OREGON

June 16, 1941.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

Will you please advise us the contract number, the date set for completion and the bonding company for the following Oregon State Highway Commission Projects:

Morrow County Line-Stanfield Section 2444
Bridges on Boardman-Stanfied Highway.

Long Creek-Fox Section of Pendleton- 2451
John Day Highway. Construction of
two concrete bridges.

Thanking you in advance for your co-operation in this matter, we are,

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY.

By P A Breen.

PB.

REFERRED TO
[illegible]
BY SECRETARY

prepare reply

a

RECEIVED
APR 29 1941
FOR FILING
307-B-1

April 28, 1941

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2444, which was awarded to you on April 3, 1941, by the State Highway Commission covering the Butter Creek and Irrigation Canal Bridges near Stanfield in Umatilla County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

RECEIVED
APR 9 1941
FOR FILING

307-B-1

April 8, 1941

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2444 which was awarded to you by the State Highway Commission on April 3, 1941, covering the construction of a reinforced concrete span over Butter Creek and over irrigation canal at Station 989, on the Old Oregon Trail Highway, near Stanfield, in Umatilla County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 7, page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MBL

NOTED
D. G. DeSart

RECEIVED
APR 7 1941
FOR FILING

302-B-1

April 5, 1941

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

The State Highway Commission on April 3, 1941, awarded you the contract for bridges on the Morrow County Line-Stanfield Section, Boardman-Stanfield Highway, in Umatilla County. This award was based on your low bid of $7,360.00, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - S. H. Probert
G. S. Paxson

RECEIVED
SEP 18 1941
FOR FILING

RECEIVED
APR 8 - 1941
STATE HIGHWAY COMMISSION

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

307-B-1

April 3, 1941

#2444

Mr. R. H. Baldock
States Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. SN-FAP 307-B (1), Morrow County Line-Stanfield Section Bridges on Boardman-Stanfield Highway, to A. Milne, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

CONTRACT # [redacted] 2445

131-1011 Bridge over Meadowbrook Creek
Starkey Secondary Hwy. 1941

2445

R

RECEIVED
AUG 27 1941
FOR FILING

131-1011

August 27, 1941

Great American Indemnity Company
C. Cyrus Bishop
319 Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2445 for three 35-foot untreated spans on the Meadowbrook Creek Section of the Starkey Secondary, in Union County, has been completed by the contractors, Norris & Philpott, and that final settlement will be made on or after September 5, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $3,076.36, and that no force account work was performed therein. This contract was completed July 23, 1941, and accepted by the Commission August 15, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. J. DeSart

a

RECEIVED
MAY 3 1941
FOR FILING

131-1011

May 2, 1941

Great American Indemnity Co.
G. Cyrus Bishop, Agent
319 Yeon Bldg.
Portland, Oregon.

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2445 which was awarded to Norris and Philpott by the State Highway Commission on April 3, 1941, for the Meadowbrook Bridge, on the Starkey Secondary Highway, in Union County.

Inasmuch as you are surety for the contractor on this job we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
MAY 3 1941
FOR FILING

131-1011

May 2, 1941

Morris & Philpott
1002 S. E. Rex Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2445, which was awarded to you on April 3, 1941, by the State Highway Commission covering the Meadowbrook Bridge in Union County, on the Starkey Secondary Highway. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

APR 9 1941
FOR FILING

131-1011

April 8, 1941

Morris & Philpott
1002 S. E. Rex Ave.
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2446, which was awarded to you by the State Highway Commission on April 3, 1941, for the bridge over Meadowbrook Creek near Starkey on the Starkey Secondary Highway, in Union County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

RECEIVED
APR 7 1941
FOR FILING

131-1011

April 5, 1941

Norris & Philpott
1002 S. E. Rex Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on April 3, 1941, awarded you the contract for the bridge over Meadowbrook Creek near Starkey on the Starkey Secondary Highway, in Union County. This award was based on your low bid of $5,030.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RG

cc - S. H. Probert
G. S. Paxson

RECEIVED
JAN 14 1941
FOR FILING

Const
Projects
Bridges

131-1011

January 13, 1941

Commission meeting
January 10, 1941.

Mr. G. S. Paxson

The request to advertise the construction of the Meadowbrook Bridge on the Starkey Secondary Highway in Union County was approved.

C. B. McCullough

CBM:AP

42

FORM 2-90 REVISED 25M 9-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 7, 1941

Const
Projects
Bridges

Subject:

To: Mr. C. B. McCullough
Assistant Chief Engineer
Office

Dear Sir:

I would request authorization to advertise the construction of the Meadowbrook Bridge on the Starkey Secondary Highway in Union County. This was included in last year's budget for replacement by state crews, but, since it is a fairly large project and lends itself to contract work, it was decided to advertise it.

The proposed structure consists of three 35-foot spans using treated timber stringers and deck and an untreated timber handrail. The estimated cost is $6,300.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP CM

REFERRED TO
By Chief Engineer
approved

REFERRED TO RHB
By Asst. State Highway Engineer

For attention Commission

TM

CONTRACT# [redacted] 2445

SN-FAP 305-B-1 Dixie Summit Sec., 1941
John Day Hwy.
#2446

RECEIVED
FEB 9 1943
FOR FILING

365-P-1

February 9, 1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency, Agents
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2446 for construction of the Dixie Summit Section of the John Day Highway, in Grant County, has been completed by the contractor, Leonard & Slate, and that final settlement in the amount of $4,578.09 will be made on or after February 19, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues of demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $156,457.48 of which amount $181.72 represents the amount of force account items.

This contract was completed on September 12, 1942, and was accepted by the Commission on December 18, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
A. L. MONSON

RECEIVED
JAN 11 1943
FOR FILING

305-B-1

January 9, 1943

Leonard & Slate
7805 S. W. 40th Ave.
Multnomah, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 18, 1942, granted you the additional extension of time requested, from July 15 to September 12, 1942, without penalty, in connection with contract No. 2646, Dixie Summit Section of the John Day Highway, in Grant County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Paul Van Scoy

RECEIVED
DEC 28 1942
FOR FILING

305-13-1

December 26, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard and Slate on contract No. 2446, covering construction of the Dixie Summit Section of the John Day Highway, in Grant County. This payment, in the amount of $9,067.55, will be made on or after January 3, 1943. The retained percentage is $4,697.30.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

W

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Form E-1-5M-4-41

385-B-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 12, 1942

Section Dixie Summit

Kind of work Grading, Surfacing and Oiling

Highway John Day

Section prefix 12-1110

Contractor Leonard and Slate

Contract number 2446

Date of contract April 4, 1941

Date of completion November 30, 1941

Date work started April 14, 1941

Estimated date of completion ...., 19....

Amount of contract $161,000.00

Per cent of time elapsed 100. %

Estimated cost of completed project, exclusive of engineering $161,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $12,761.00, ...%

Date project was completed Sept 12, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All data worked up and Semi-Final Estimate Shipped on Monday, Dec 7th, this will be the final report on this section unless something further comes up.

RECEIVED
DEC 1
OFFICE OF
CONST[illegible] ENGINEE

NOTED
E. M. BO

Signed E E Beck

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
DE[illegible] 1942
FOR FILING

305-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 30, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon [illegible]-FAP 305-B (1), Dixie Summit Section of the John Day Highway ______________, was made by a representative of this office on October 20, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Iron

RECEIVED
[illegible]1 - 1942
STATE [illegible] SSION

RECEIVED
OCT [illegible] 1942
FOR FILING

305-B-1

October 31, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Manager

Gentlemen:

In reply to your inquiry of October 30, 1942, I wish to advise that Leonard & Slate's contract, No. 2446, was completed on September 24, 1942, but has not as yet been formally accepted by the State Highway Commission. The contractor has been paid the sum of $142,811.84.

Very truly yours,

Secretary

mm

RECEIVED
OCT 29 194[illegible]
FOR FILING

305-B-1

October 26th, 1942

Mr. [illegible] Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Dixie Summit Contract No. 2446, ES-FAP 305-B (1), from July 15th, 1942 to September 24th, 1942.

The original completion date was November 30th, 1941, but a shutdown order was given and the time extended to July 15th, 1942.

Due to all the oiling contractors being busy with war work the contractors, Leonard & Slate, were unable to get the job oiled until after July 15th. It was, however, completed before the rainy season, and it is, therefore, recommended that the additional extension of time be granted without penalty.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

B

cc to: [illegible] Smith

RECEIVED
SEP 16 1942
FOR FILING

305-P-1

September 16, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Harmer, Division Credit Manager

Gentlemen:

In reply to your inquiry of September 15, 1942, we advise that Leonard & Slate's contract, No. 2446, is about 90 per cent complete. The total amount paid the contractor to date is $130,566.60.

Very truly yours,

AB Secretary

RECEIVED
JUN 15 1942
FOR FILING

305-B-1

June 13, 1942

Pendleton Auto Parts, Inc.
405 E. Court Street
Pendleton, Oregon

Gentlemen: Attention L. A. Whiteman

We have your letter of June 9, requesting advice on filing your claim against Frank Baird who, you state, worked as subcontractor under Leonard & Slate on their contract No. 2446, for grading and surfacing the Dixie Summit Section of the John Day Highway.

On December 20, 1941, we had a letter from your company signed by Jack W. Whiteman, President, requesting information on filing this same claim. We suggested at that time that you file your claim with the contractor, Leonard & Slate, Multnomah, Oregon, and also with the surety, Great American Indemnity Company, Harvey Wells-Reed Insurance Agency, Failing Building, Portland, and also with the Secretary of State, in accordance with Chapter 517, Oregon Laws, 1939, and enclosed a copy of that law for your guidance.

We also advised Leonard & Slate and the surety company of your claim.

Since that time we have been advised by Mr. Chas. H. Leonard that Frank Baird had nothing to do with their state contract No. 2446, but did work for Leonard & Slate on their Public Roads Administration contract at Prairie City. It is perhaps advisable that you correspond with Leonard & Slate to determine definitely against which contract your claim should be filed.

If it is determined that your claim is against the Public Roads Administration contract you should correspond with the Public Roads Administration, Box 3900, Portland, for information on filing your claim, but if you find that the claim is against our contract No. 2446, we suggest that you file in accordance with the instructions in our letter of December 29, 1941. We are enclosing another copy of the above-mentioned law for your guidance in case you have mislaid the one previously furnished.

Very truly yours,

Secretary

NOTED
D. G. DeSart

DGD:BB

PENDLETON AUTO PARTS, INC.

405 E. Court St. Telephone 381
PENDLETON, OREGON

June 9, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We wish to file claim against Frank Baird, who worked as a subcontractor under Leonard and Slate on their contract No. 2446 on the Dixie Summit Section of the John Day Highway in Grant County. He owes us a bill of $94.03.

Will you please let us know at once what we have to do in order to file this claim.

Yours truly,

PENDLETON AUTO PARTS, INC.

L.A. Whiteman

REFERRED TO
[illegible]
BY SECRETARY

prepare reply

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[illegible] 10 [illegible]2

COMPLETE AUTOMOTIVE SUPPLIES

RECEIVED
FEB 5 1942
FOR FILING

305-E-1

February 5, 1942

Leonard and Slate
Multnomah, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 21, 1942, granted you the extension of time requested, from November 30, 1941, to July 15, 1942, without penalty, in connection with state highway contract No. 2446 for grading and surfacing the Dixie Summit Section of the John Day Highway, in Grant County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AB

cc - Mr. Paul Van Scoy

R

RECEIVED
JAN 20 1942
FOR FILING

305-B-1

January 19, 1942

Mr. Buck Sewell
General Delivery
Pendleton, Oregon

Gentlemen:

We have been informed by Leonard and Slate that Frank Baird was not employed on their contract No. 2446, for grading and surfacing the Dixie Summit Section of the John Day Highway. Therefore, yours is not a true claim against the bond furnished on this contract. However, we understand that Frank Baird did work for Leonard and Slate on their Public Roads Administration contract No. 36-A 1.

If you wish to file your claim with the Public Roads Administration, their address is Box 3900, Portland.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. DeSart

January 19, 1942

Leonard & Slate
Multnomah, Oregon

Gentlemen:

We thank you for your letter of January 17 advising that Frank Baird was not employed on your contract No. 2446, for grading and surfacing the Dixie Summit Section of the John Day Highway, and therefore that the claim of Buck Sewell for labor performed as a mechanic for Frank Baird is not a just claim against the bond furnished on this contract.

In accordance with your letter we are enclosing a copy of Mr. Sewell's claim against Frank Baird.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

cc - Great American Indemnity Co.
Harvey Wells-Reed Ins. Agency
Failing Building
Portland, Oregon

NOTED
D DeSart

FRED H. SLATE
Multnomah, Ore.

SKILL, INTEGRITY RESPONSIBILITY

CHAS. H. LEONARD
Multnomah, Ore.

LEONARD & SLATE
GENERAL CONTRACTORS
MULTNOMAH, OREGON

January 17, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In your letter of January 7, 1942, addressed to the Harvey Wells-Reed Insurance Agency, Portland, Oregon, in regard to a claim of Buck Sewell, Pendleton, Oregon, for labor performed as a mechanic for Frank Baird on Leonard & Slate's job, Contract #2446.

Frank Baird had nothing to do with this job. He was working on the Bureau job at Prairie City which has no connection with contract #2446. However, we would like to have a copy of the claim Buck Sewell filed under Frank Baird. We paid all of the time he turned into us while working under Frank Baird.

I was up last week and talked to our foreman, and he understood that Frank Baird owed Buck Sewell for work that had nothing to do with our job; that is, work done previous to any work Frank Baird did for us.

Yours very truly,

LEONARD & SLATE

By Chas. H Leonard
Chas. H. Leonard

cc - Harvey Wells-Reed Insurance Agency
Portland, Oregon

Leonard & Slate on PRA Job
Prairie City - East
36-A 1

RECEIVED
JAN 19 1942
STATE HIGHWAY COMMISSION

RECEIVED
JAN - 8 1942
FOR FILING

305-D-1

January 7, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today been advised that Buck Sewell, Pendleton, has a claim for labor performed as a mechanic under Frank Baird on Leonard & Slate's contract No. 2446, Dixie Summit Section of the John Day Highway, in Grant County.

This information is given you inasmuch as you appear surety on the bond furnished by Leonard & Slate in connection with the above-mentioned contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH

cc - Leonard & Slate
Multnomah, Oregon

NOTED
D DeSart

Pendleton Ore

Jan 4 - 42

Oregon State Highway Com.

Salem Ore

Dear Sirs,

I would like for you to hand this letter to the right Party in connection with labor on highway work.

RECEIVED
JAN 7 - 1942
OREGON
STATE HIGHWAY COMMISSION

I worked for Frank Baird as Mechanic on the Leonard & State Job at Prairie City Ore. from sept 25- untill nov 6-41. at $45-00 per week of 40 hr or $1,12½ per hr. He owes me 22 hr labor from ~~sept.~~ 25-26-27.
4 hr 9 hr. 9 hr
and 226 hr over time from sept 28-41 to nov 6-41. Which has not been paid. I would like immediate action if possible.

Yours Truly Buck Sewell

adress Gen. Delivery. Pendleton Ore

January 7, 1942

Mr. Buck Sewell
General Delivery
Pendleton, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 4, 1942, advising that you have a claim against Leonard & Slate in connection with their contract No. 2446, Dixie Summit Section of the John Day Highway, in Grant County.

In connection with this contract, Leonard & Slate were required to furnish the state with a surety bond for the protection of all just debts, dues and demands incurred in connection therewith. We offer you this bond for the protection of your claim. It was written by the Great American Indemnity Company for whom Harvey Wells-Reed Insurance Agency is general agent with offices in the Failing Building, Portland. In accordance with our usual practice we are today bringing your claim to the attention of the bonding company.

If you do not secure satisfaction of your claim within a reasonable time, we would suggest that you file it with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws 1939, a mimeographed copy of which is inclosed. Your claim must be filed with the Secretary of State prior to the expiration of six months from date of completion of the contract and acceptance of the same by the State Highway Commission. For your information, I might state that this contract has not as yet been completed.

Very truly yours,

HBG:AM

Secretary

NOTED
D. . DeSart

R

RECEIVED
JAN - 7 1942
FOR FILING

305-B-1

December 29, 1941

Pendleton Auto Parts, Inc.
405 E. Court St.
Pendleton, Oregon

Gentlemen:

We acknowledge receipt of your letter of December 20 presenting a claim against Frank Baird, for merchandise used by him on a state project at Prairie City.

Frank Baird does not have a contract with the State Highway Commission, and we have no record of his working as a subcontractor on any state project; however, since a carbon copy of your letter was mailed to Leonard & Slate, we presume that he worked for them on their contract No. 2446, for grading and surfacing the Dixie Summit Section of the John Day Highway, in Grant County. Will you please advise us if this is correct.

We suggest that you file your claim with the contractors, Leonard & Slate, Multnomah, Oregon, and also with their surety, Great American Indemnity Company, Harvey Wells-Reed Insurance Agency, Failing Bldg., Portland. If satisfaction is not obtained through this action, we advise that you file your claim with the Secretary of State, in accordance with Chapter 517, Oregon Laws, 1939, copy of which is enclosed for your guidance. This latter action should be taken within a six month's period following the completion and acceptance of the job by the Highway Commission. The work on this contract has not yet been accepted.

We show Frank Baird's address on our list of bidders as 7118 S. E. Steele Street, Portland.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D DeSart

2446

PENDLETON AUTO PARTS INC.

405 E. Court St. Telephone 381
PENDLETON, OREGON

December 20, 1941

State Highway Dept.
Salem, Oregon

Gentlemen:

We are holding a balance due against Frank Baird for merchandise used by him in work on the State Highway project at Prairie City, Ore.

This balance dates back to Oct.31, and totals $94.03, of which amount none has been paid, nor are we able to even contact him.

We will appreciate any help you may be able to give us in the collection of this account.

Yours very truly,

PENDLETON AUTO PARTS, Inc.

Jack W. Whiteman
President

cc: Lenord & Slate
JWW:ej

Frank Baird
7118 S.E. [illegible] St.
Portland

RECEIVED
22 1941

COMPLETE AUTOMOTIVE SUPPLIES

RECEIVED
DEC 13 1941
F

R

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 12, 1941

Ore. SN-FAP 305-B(1)
Dixie Summit Section of
the John Day Highway

305-B-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
DEC 16 1941
STATE HIGHWAY

Iron

WPA pr-12686

Form P. R. 2

State Oregon

Federal Aid Project No. 395-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of Nov., 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 17th day of October, 1940, a project statement, which was approved on the 6th day of November, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 13th day of March 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred thousand, two hundred and 00/100 dollars ($100,200.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11370

D. C. DeSart

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State : Chap. 175, laws 1927; Chap. 31, laws 1929; Chap. 329, laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 303+86 in the SW¼ of Section 21, T. 12 S., R. 34 E., W.M., and survey station 574+00 in the SE¼ of Section 12, T. 12 S., R. 34 E., W.M., the westerly end of Section A(1) of said project

, length 5.104 miles, in Grant County, being Section B(1) of Oregon Federal Aid project No. 305, consisting of 5.104 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span. ~~of a mile in length~~.

16—11370 GPO

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of one hundred thousand, two hundred and 00/100 dollars ($100,200.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred seventy-five thousand, six hundred eighty-three and 75/100 dollars ($175,683.75), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter [illegible], laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of NOV 25 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 305-E(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 175,683.75 as the total estimated cost of said project, and the sum of $ 100,200.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______
one thousand nine hundred and NOV 25 1941

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10138

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RECEIVED
OCT 18 1941
FOR FILING

305-B-1

October 17, 1941

Mr. Bert W. Henry
Mead Building
Portland, Oregon

Dear Sir:

In accordance with your letter of October 16, this will advise that Leonard and Slate, whose home office address is Multnomah, Oregon, have contract No. 2446 with the Highway Commission, which covers grading and surfacing of the Dixie Summit Section of the John Day Highway, in Grant County.

They executed this contract as a partnership.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. C. DeSart

SPECIAL ATTENTION
TO
COMMERCIAL ITEMS

RECEIVED
OCT 17 1941
STATE HIGHWAY COMMISSION

LAW OFFICES OF
BERT W. HENRY
MEAD BUILDING
421 S. W. 5TH AVE.
PORTLAND, OREGON

October 16, 1941

State Highway Commission
Salem, Oregon

Gentlemen:

I hear that Leonard & Slate have a contract on the John Day Highway near Prairie City.

Please tell me where the home office of the contractor is located and the corporate status of the contract.

Thanking you, I am

Yours very truly,

Bert W Henry
BERT W. HENRY

BWH:J

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OCT 31 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

R.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

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OCT 14 1941
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP 305-B (1)
Dixie Summit Section
John Day Highway

October 13, 1941

305-B-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

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SEP 24 1941
FOR FILING

305-B-1

September 23rd, 1941

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

An examination has been made of Oregon NH-FAP 305-B (1), Dixie Mountain Section, with a view to providing a blanket course under the choke stone macadam as suggested in your letter of September 4th, and the entire policy of providing blanket courses has been thoroughly reviewed and discussed.

About two years ago I agreed to try a blanket course under several sections of the highway to try to determine its efficiency, with the result that we have been unable to see any beneficial effects from a thin course of rock from 1½" to 2". I believe it more or less self-evident that a heavy blanket course of sand, cinders or some such material is beneficial over a clay subgrade, but I do not believe that a thin layer of crushed rock can in any way justify the cost.

This particular section in the Blue Mountains is composed of average mountain soil with considerable rocky talus mixed with the soil. It contains some clay and, of course, has mudded up badly during the heavy rains of this fall; it, however, compacts readily and forms a hard surface when dry, readily supporting the keyed macadam which is to be placed thereon. Unusual care has been taken with the drainage of this section, and particular care will be taken with the surfacing operations. If any soft spots develop they will be given special treatment during construction.

In my judgment the placing of a thin crushed rock course will in no way add to the strength of the surfacing, and it is my recommendation that this practice be discontinued except in such instances where there is a sufficient quantity of native material to make the practice advisable.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

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5 - 1941
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 4, 1941

RECEIVED
SEP 8 - 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A recent inspection of SN-FAP 305-B (1), Dixie Summit Section, indicates that between the summit and the east end at Sta. 574 the subgrade materials are of such a nature that the use of a blanket course is very desirable.

It is requested that you investigate this subgrade material and if you concur in our opinion, that provision be made for the placing of a blanket course under the choke stone macadam.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

REFERRED TO
H G Smith
By Chief Engineer

Please advise on your recommendation?

RECEIVED
SEP 18 1941
FOR FILING

305-13-1

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Dixie Summit Section, Project No. SN-FAP 305-B (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. NH-FAP 305-B (1)

DIXIE SUMMIT SECTION OF THE

JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 10, 1941

Grading (Sta. 303+26 to 456+00)

All Required		Clearing and Grubbing		$ 5,628.00
60	sq. ft.	Falling Danger Trees	$ 4.00	240.00
130	cu. yds.	Structural Excavation, Unclassified	2.00	260.00
5	cu. yds.	Trench Excavation, Unclassified	2.00	10.00
169,500	cu. yds.	General Excavation, Unclassified	.35	59,325.00
460,000	yd. sta.	Short Overhaul	.01	4,600.00
8,050	C-yd.sta.	Long Overhaul	.20	1,610.00
8,700	lin. ft.	Rounding Cutbanks	.10	870.00
2.87	miles	Finishing Roadbed and Slopes	200.00	574.00
570	lin. ft.	18" Concrete Pipe	2.25	1,282.50
280	lin. ft.	18" Extra Strength Concrete Pipe	2.50	700.00
			Subtotal	$ 75,099.50
			10% Engr. & Cont.	7,509.95
			Total	$ 82,609.45
		Length	2.869 miles	
		Cost per mile	$ 28,793.81	

40' Bituminous Macadam (Sta. 456 to 481+50)

All Required		Clearing and Grubbing		$ [illegible]
10	sq. ft.	Falling Danger Trees	$ 4.00	40.00
130	cu. yds.	Structural Excavation, Unclassified	2.00	260.00
43,000	cu. yds.	General Excavation, Unclassified	.35	15,050.00
20,000	yd. sta.	Short Overhaul	.01	200.00
150	C-yd.sta.	Long Overhaul	.20	30.00
2,600	lin. ft.	Rounding Cutbanks	.10	260.00
0.48	mile	Finishing Roadbed and Slopes	200.00	96.00
260	lin. ft.	18" Concrete Pipe	2.25	585.00
3,900	tons	4" - 2" Rock in Base	1.00	3,900.00

3,600	tons	3/4" - 0" Rock in Base and Shoulders	$ 1.00	$ 3,600.00
105	M-gals.	Sprinkling	1.50	157.50
0.48	mile	Preparation of Base	100.00	48.00
1,000	tons	Furnishing and Placing Aggregates	2.10	2,100.00
54	tons	Furnishing and Placing 151-200 Asphalt	29.00	1,566.00
10	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	29.00	290.00
			Subtotal	$ 28,923.50
			10% Engr. & Cont.	2,892.35
			Total	$ 31,815.85

Length 0.483 mile
Cost per mile $ 65,871.32

20' Bituminous Macadam (Sta. 481+50 to 574)

All Required		Clearing and Grubbing		$ 3,431.00
40	sq. ft.	Felling Danger Trees	$ 4.00	160.00
430	cu. yds.	Structural Excavation, Unclassified	2.00	860.00
5	cu. yds.	Trench Excavation, Unclassified	2.00	10.00
55,600	cu. yds.	General Excavation, Unclassified	.35	19,460.00
100,000	yd. sta.	Short Overhaul	.01	1,000.00
800	C-yd.sta.	Long Overhaul	.20	160.00
5,700	lin. ft.	Rounding Cutbanks	.10	570.00
1.75	miles	Finishing Roadbed and Slopes	200.00	350.00
10	lin. ft.	18" Corr. Metal Pipe	3.00	30.00
36	lin. ft.	36" Corr. Metal Pipe	8.00	288.00
130	lin. ft.	18" Concrete Pipe	2.25	292.50
90	lin. ft.	24" Concrete Pipe	4.00	360.00
550	lin. ft.	36" Concrete Pipe	9.00	4,950.00
230	lin. ft.	Salvaging Culvert Pipe	1.00	230.00
8,000	tons	4" - 2" Rock in Base	1.00	8,000.00
7,050	tons	3/4" - 0" Rock in Base and Shoulders	1.00	7,050.00
190	M-gals.	Sprinkling	1.50	285.00
1.75	miles	Preparation of Base	100.00	175.00
2,000	tons	Furnishing and Placing Aggregates	2.10	4,200.00
110	tons	Furnishing and Placing 151-200 Asphalt	29.00	3,190.00
22	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	29.00	638.00
			Subtotal	$ 55,689.50
			10% Engr. & Cont.	5,568.95
			Total	$ 61,258.45

Length 1.752 miles
Cost per mile $ 34,964.86

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Graded Roadway	$ 82,609.45	$ 47,116.00	$ 35,493.45
40' Bituminous Macadam	31,815.85	18,146.00	13,669.85
20' Bituminous Macadam	61,258.45	34,938.00	26,320.45
	$ 175,683.75	$ 100,200.00	$ 75,483.75

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

#1340

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SEP 12 1941
FOR FILING

305-B-1

OREGON STATE HIGHWAY COMMISSION

September 11, 1941

Cross Referenced To
Adm.
Insurance
Property Damage

Mary S. Rowland, M. D.
407 Court Street
Salem, Oregon

Dear Madam:

Kindly pardon the delay in answering your communication of August 13 in which you advise of an accident in which your car was damaged on the John Day Highway on July 9th.

It was necessary to refer your letter to our field forces so that an investigation could be made and we have been advised that the section of highway on which you had difficulty was under construction by the contracting firm of Leonard & Slate, Multnomah, Oregon.

Contractors are responsible for the maintenance of signs and warnings on the work which they have under contract. So that you may be fully informed, we are attaching hereto a copy of our Section 6-21 entitled, "Responsibility for Damages", which is a part of our General Contract and is on page 17 of our Standard Specifications.

The bond furnished in connection with the contract of Leonard and Slate was furnished by the Great American Indemnity Company through their resident agent Harvey Wells-Reed Insurance Agency whose office is in the Failing Building, Portland.

We are returning herewith your bills for repairs to your car and suggest that you take the matter up with the contractors.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

JM:OA

FORM E-90 50M 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Ore.
Sept. 8, 1941.

Subject: Record of Assignment #1340

To: Mr. C. B. McCullough,
Assistant Chief Engineer,
Office.

Dear Sir:

With reference to record of assignment #1340, Dr. Mary C. Rowland's claim for damage to car on the John Day Highway.

We are attaching copy of a report from Mr. Slavens, Resident Engineer. It is apparent that the accident occurred on work under contract to Leonard and Slate. It is recommended that the claim be referred to the contractors for settlement.

Yours very truly,

H. G. SMITH,
Construction Engineer.

By Chas E Low
Chas. E. Low,
Construction Office Engineer.

CEL/H

FORM E-90 80M 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Prairie City, Oregon
September 3, 1941

Subject: Car Accident on John Day Highway
Rowland Claim for Damage

To: Mr. W. C. Williams.
Division Engineer,
La Grande, Ore.

Dear Sir:

Reference is made to your letter of August 22, together with a copy of a letter dated August 13, 1941, in regard to damage done to a car operated by Mary C. Rowland, M.D.

From the description contained in the letter, together with the diagram, it is evident that the car was damaged on Leonard and Slates job near Dixie Summit.

As to the exact condition of the detour at this point in regards to signs at 11 P.M. of July 9th, it is difficult to determine at this late date. However I have made frequent Inspection of the detours and signs on this project for several months, and in general the detour signs have been adequate to guide the Traveling Public.

The detour sign at the established point of damage was until recently slightly out of the line of vision, due to the necessity of operating the Excavating Equipment across the detour.

The detour at the crossing has been kept smooth and free from rocks and Boulders, and my Inspections revealed the fact that it was the contractors habit to keep lights on the detour signs at this point. As to whether or not the lights were in place on July 9th, I cannot say.

Inasmuch as The Highway Commission is in no way responsible for damage to the car, I suggest that the claim be referred to Leonard and Slate of Multnomah, Oregon, for their consideration.

Yours very truly,

C. C. Slavens,
Box 237
Prairie City, Oregon

cc:Leonard and Slate

COPY

8087

RECEIVED

RECEIVED OFFICE HOURS 10 TO 4
15 1941
STATE

Adm
Insurance
Property Damage

MARY C. ROWLAND, M. D.
407 COURT STREET
SALEM, OREGON

Aug. 13 - 1941 -

Rowland

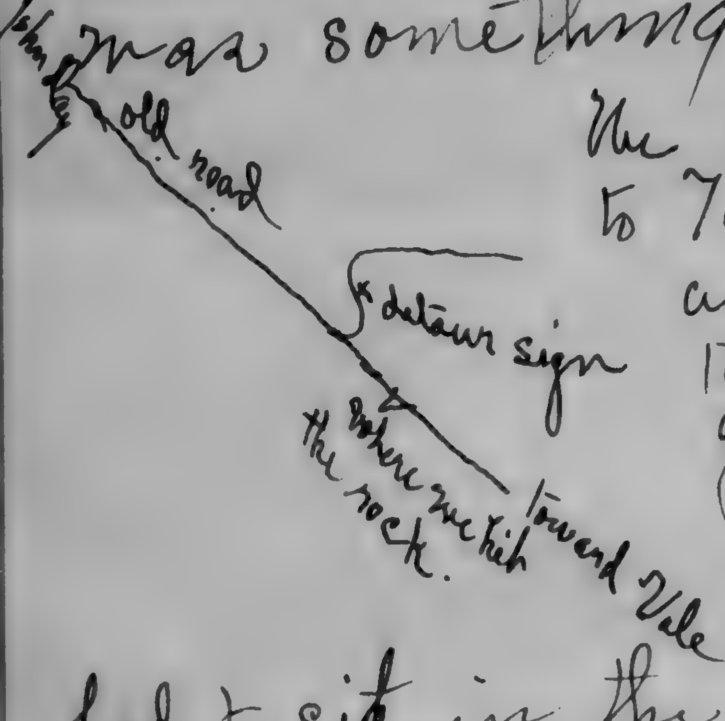
To the Honorable
Highway Commission
of the
State of Oregon -

Gentlemen: On the night of July 9 last my daughter Mrs Ted Madsen Jr and I were on our way to Nampa Idaho, to attend the funeral of a nephew. We were driving our car - a Plymouth sedan. We were on the John Day highway to go through Vale. Up in the Blue Mountains, at about 11 P.M. we came to some road construction. We stopped and looked about but saw no detour sign. So thought it was intended for traffic to go straight on as there was no barrier of any kind in the way so we drove straight on but had not gone far when a sharp rock cut a hole in the oil pan, letting out the oil.

HONE 8087
OFFICE HOURS 10 TO 4

MARY C. ROWLAND, M. D.
407 COURT STREET
SALEM, OREGON

We heard a funny noise when ever we went up grade. We turned around and went back to the place where the new construction started. Then we saw the detour sign written on weather stain boards off, out of the line of vision. The road was something like the diagram



We went on for a few miles to Taylor's service station and the man in charge told us there was no garage there to fix our car that that we would have to be towed to Vale (90 miles) so we had to sit in the car until my nephew came and towed us to Vale. Now I wondered if the High Way commission would assume responsibility for such negligence. I am inclosing bills which I had to pay.

Very Sincerely
Mary C. Rowland

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APR 29 1941
FOR FILING

305-B-1

April 28, 1941

Leonard & Slate
Multnomah, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2446 which was awarded to you on April 4, 1941, by the State Highway Commission covering grading and surfacing on the Dixie Summit Section of the John Day Highway, in Grant County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

[illegible] Secretary

RECEIVED
APR 8 1941
FOR FILING

305-B-1

April 7, 1941

Leonard and Slate
Multnomah, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2446, which was awarded to you by the State Highway Commission on April 4, 1941, for grading and surfacing on the Dixie Summit Section of the John Day Highway, in Grant County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

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APR 7 1941
FOR FILING

305-B-1

[illegible]

April 5, 1941

Leonard & Slate
Multnomah, Oregon

Gentlemen:

The State Highway Commission on April 4, 1941, awarded you the contract for grading and surfacing on the Dixie Summit Section of the John Day Highway, in Grant County. This award was based on your low bid of $161,540.00, submitted on April 3.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - S. H. Probert
G. S. Paxson

RECEIVED
APR 8 - 1941
OREGON
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 4, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. SN-FAP 305-B (1), Dixie Summit Section of John Day Highway, to Leonard & Slate, Multnomah, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 13, 1941

305-B-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. SN-FAP 305-B (1), Dixie Summit Section of the John Day Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until the right to occupy and use the right of way is acquired.

Very truly yours,

W. H. LYNCH
District Engineer

By: FE Andrews
F. E. Andrews
Sr. Highway Engineer

March 8, 1941

Mr. W. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the Dixie Summit Section, Project No. SN-FAP 305-B (1).

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. [illegible] 705-B (1)

DIXIE SUMMIT SECTION OF THE
JOHN DAY HIGHWAY in GRANT COUNTY

(Estimate to accompany plans and specifications. Not the basis for project agreement.)

Salem, Oregon, March 8, 1941

Grading (Sta. 303+26 to [illegible])

All Required		Clearing and Grubbing		$ 2,600.00
60	sq. ft.	Felling Danger Trees	$ 2.00	120.00
130	cu. yds.	Structural Excavation, Unclassified	1.50	195.00
5	cu. yds.	Trench Excavation, Unclassified	1.00	5.00
169,500	cu. yds.	General Excavation, Unclassified	0.35	59,325.00
460,000	yd. sta.	Short Overhaul	0.007	3,220.00
[illegible]	[illegible]	Long Overhaul	0.40	3,220.00
8,700	lin. ft.	Rounding Cutbanks	0.08	696.00
2.87	miles	Finishing Roadbed and Slopes	250.00	717.50
770	lin. ft.	18" Concrete Pipe	2.25	1,[illegible].50
[illegible]	lin. ft.	18" Extra Strength Concrete Pipe	2.50	[illegible]
		Subtotal		$ 72,281.00
		10% Engr. & Cont.		7,228.10
		Total		$ 79,509.10
		Length	2.869 miles	
		Cost per mile	$ 27,713.17	

40' Bituminous Macadam (Sta. 4[illegible] to 481+50)

All Required		Clearing and Grubbing		$ 900.00
10	sq. ft.	Felling Danger Trees	$ 2.00	20.00
30	cu. yds.	Structural Excavation, Unclassified	1.50	45.00
43,000	cu. yds.	General Excavation, Unclassified	0.35	15,050.00
20,000	yd. sta.	Short Overhaul	0.007	140.00

[illegible]	C-yd. sta.	Long Overhaul	$ 0.[illegible]	$ [illegible].00
2,600	lin. ft.	Rounding Outbanks	0.08	208.00
0.48	mile	Finishing Roadbed and Slopes	250.00	120.00
260	lin. ft.	18" Concrete Pipe	2.25	585.00
3,900	tons	4" - 2" Rock in Base	1.05	4,095.00
3,600	tons	3/4" - 0" Rock in Base and Shoulders	0.90	3,240.00
105	M-gal.	Sprinkling	1.50	157.50
0.48	mile	Preparation of Base	100.00	48.00
1,000	tons	Furnishing and Placing Aggregates	2.00	2,000.00
54	tons	Furnishing and Placing 151-200 Asphalt	27.00	1,458.00
10	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	27.00	270.00
		Subtotal		$ 27,996.50
		10% Engr. & Cont.		2,799.65
		Total		$ 30,796.15

Length 0.483 mile
Cost per mile $ 63,760.14

[illegible] Bituminous Macadam (Sta. [illegible] to 576)

All Required		Clearing and Grubbing		$ 1,700.00
40	sq. ft.	Felling Danger Trees	$ 2.00	80.00
430	cu. yds.	Structural Excavation, Unclassified	1.50	645.00
5	cu. yds.	Trench Excavation, Unclassified	1.00	5.00
55,600	cu. yds.	General Excavation, Unclassified	0.35	19,460.00
100,000	yd. sta.	Short Overhaul	0.007	700.00
800	C-yd.sta.	Long Overhaul	0.40	320.00
5,700	lin. ft.	Rounding Outbanks	0.08	456.00
1.75	miles	Finishing Roadbed and Slopes	250.00	437.50
10	lin. ft.	18" Corr. Metal Pipe	2.25	22.50
36	lin. ft.	36" Corr. Metal Pipe	6.00	216.00
130	lin. ft.	18" Concrete Pipe	2.25	292.50
90	lin. ft.	24" Concrete Pipe	3.25	292.50
550	lin. ft.	36" Concrete Pipe	6.00	3,300.00
230	lin. ft.	Salvaging Culvert Pipe	1.00	230.00
8,000	tons	4" - 2" Rock in Base	1.05	8,400.00
7,050	tons	3/4" - 0" Rock in Base and Shoulders	0.90	6,345.00

190	M-gal.	Sprinkling	$ 1.50	$ 285.00
1.75	miles	Preparation of Base	100.00	175.00
2,000	tons	Furnishing and Placing Aggregates	2.00	4,000.00
110	tons	Furnishing and Placing 151-200 Asphalt	27.00	2,970.00
22	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	27.00	594.00
		Subtotal		$ 50,926.00
		10% Engr. & Cont.		5,092.60
		Total		$ 56,018.60

Length 1.752 miles
Cost per mile $ 31,974.08

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Graded Roadway	$ 79,509.10	$ 48,502.00	$ 31,007.10
40' Bit. Mac.	30,796.15	18,786.00	12,010.15
20' Bit. Mac.	56,018.60	34,172.00	21,846.60
	$166,323.85	$ 101,460.00	$ 64,863.85

DIXIE SUMMIT SECTION

PROJECT NO. SN-FAP 305-B (1)

While negotiations for right of way are in progress, six parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within twenty-five days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

March 8, 1941

PR 46

Roadway (Dixie Summit Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 20, 1941
State Oregon
Completion Date (Est.) Nov. 30, 1941
Project No. [illegible]-FAP 393-B (1)
Estimated Total Cost Roadway $ 166,393.85
Length: Miles 5.104

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	200	6	Metal culvert pipe	Lb.	3,800
2	Aggregates	Cy.	1,600	7	Reinforcing steel	Lb.	6,600
3	Bituminous mat.	Gal.	46,500	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	121,000
5	Timber piling	Lft.					

CONTRACT# [redacted] 2447

12-1111 Vance Creek-Soda Mt. Sec.
John Day-Burns Hwy. 1941

2447

12-1111 Vance Creek-Soda Mt. Sec.
John Day-Burns Hwy. 1941

2447

R. H. Baldock RECEIVED
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Mar[illegible]9th, 1942

FINAL COST ANALYSIS

Vance Creek-Soda Mt. Section
Contract No. 2447

12-1111

Grading, Surfacing & Oiling
Babler Bros., Contractors
N. A. Toole, Resident Engineer

John Day-Burns Highway
Prefix 12-1111

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 800.28	100%		$500.00	$500.00
Struct. Excav., Unclass.	165.93	134.4 Cu. Yd.	$1.235	1.50	201.60
Trench " ., "	369.23	379.3 " "	0.973	1.00	379.30
General " ., "	2,279.75	14,613.8 " "	0.156	0.25	3,653.45
Short Overhaul	296.04	28,070.9 Yd. Sta.	0.011	0.01	280.71
Long "	199.19	629.57 C-Yd. Sta.	0.316	0.30	188.87
Rounding Cutbanks	548.87	6,020 Lin. Ft.	0.091	0.10	602.00
Finishing Roadbed and Slopes	1,080.32	4.015 Mile	269.07	300.00	1,204.50
18" Corr. Metal Pipe	987.67	302 Lin. Ft.	3.27	2.50	755.00
24" " " "	183.95	54 " "	3.41	3.50	189.00
30" " " "	223.48	52 " "	4.30	5.00	260.00
Salvaging Culvert Pipe	108.60	205 " "	0.53	1.00	205.00
Selected Roadbed Topping	7,338.03	26,012 Cu. Yd.	0.282	0.20	5,202.40
Hauling " "	4,242.00	31,138 Yd. Mi.	0.136	0.10	3,113.80
1¼"-0 Rock in Base	30,102.23	35,704.61 Ton	0.843	1.12	39,989.16
3/4"-0 Rock in Shldrs.	2,342.34	2,273.405 "	1.03	1.20	2,728.09
Sprinkling	726.09	685.1 M-Gal.	1.06	1.50	1,027.65
Preparation of Base	1,647.72	17.94 Mile	91.85	100.00	1,794.00
Furnish and Place Aggregates	23,168.63	12,938.145 Ton	1.791	1.85	23,935.57
Furnish and Place RC-3 in First Course	8,471.90	325.475 "	26.03	29.00	9,438.78
Furnish and Place 151-200 Asphalt	16,553.26	659.815 "	25.09	29.00	19,134.64

Vance Creek-Soda Mt. Final Cost Analysis

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Furnish & Place RC-3 Asphalt in Seal Coat	$5,347.43	204.806 Tons	$26.11	$29.00	$5,939.37
3/4"-½" Cr. Rock in S.P.	1,894.26	2,011.3 Cu. Yd.	0.94	0.90	1,810.17
½"-¼" " " " "	1,377.26	1,491.3 " "	0.94	0.90	1,342.17
¼"-0 " " " "	759.72	800.0 " "	0.94	0.90	720.00
Clearing & Grubbing Stockpile Sites	161.15	100%		200.00	200.00
Leveling of Stockpile Sites	102.21	100%		100.00	100.00
S.P. Screen Rejects	243.13	972.5 Cu. Yd.	0.25	0.25	243.13
S.P. Hauling Rejects	15.82	187.4 Yd. Mi.	0.08	0.08	14.99
S.P. Haul Adjustment Favor of State					- 27.01
PA #1, 12" Corr. Metal Pipe	42.95	26 Lin. Ft.	1.65	1.50	39.00
PA #2, Cement Rubble Masonry	172.99	12.6 Cu. Yd.	13.73	16.00	201.60
PA #3, 12" Corr. Metal Pipe	42.58	26 Lin. Ft.	1.65	1.31	34.06
PA #4, 1¼"-3/4" Cr. Rock in Stockpile	133.57	169.7 Cu. Yd.	0.787	0.78	132.37
Force Account	1,058.17				1,060.31
	$113,186.75				$126,593.68

Gross Revenue	$126,593.68
Total Cost	113,186.75
Net Profit	$13,406.93

Net Profit Equals 10.6% of Gross Revenue

Vance Creek-Soda Mountain

Detail of Cost

Labor:		
Supervision	$1,665.77	
Labor	25,881.26	
State Industrial Accident Insurance	2,174.62	
Social Security & Unemployment Insurance	1,233.18	$30,954.83
Materials:		
Lumber	$44.42	
RC-3 Road Oil	5,567.94	
151-200 Asphalt	3,198.54	
Freight on RC-3 and 151-200	16,027.19	
Pipe:		
302' of 18" Corr. Iron Pipe at 2.39 per lin. ft.	721.78	
18" Bands at $2.48 each, 18 only	44.64	
54' of 24" Corr. Iron Pipe at $2.66 per lin. ft.	143.64	
24" Bands at $3.08 each, 3 only	9.24	
52' of 30" Corr. Iron Pipe at $3.33 per lin. ft.	173.16	
30" Bands at $4.21, 3 only	12.63	
32' of 12" Corr. Iron Pipe at $1.31	68.12	
Explosives	5,685.50	31,696.80
Equipment Rental & Misc. Supplies:		
Equipment Rental	$25,694.38	
Rented Equipment (Inc. Gas, Oil & Grease)	13,371.30	
Gas, Oil & Grease	5,639.33	
Freight & Cartage	58.80	
P.L. & P.D. Insurance	628.50	
Small Tools & Misc. Supplies	1,345.00	
Bond	1,265.94	
Home Office & General Overhead	2,531.87	50,535.12
Total		$113,186.75

Vance Creek-Soda Mountain

Breakdown of Crushing Costs

Item	Cost	Quantity	Unit	Unit Cost
Move In and Set Up	$1,826.40	56,506.5	Tons	$0.032
Drill & Shoot Quarry	4,692.50	"	"	0.083
Haul to Crusher	10,626.40	"	"	0.188
Crushing	18,492.40	"	"	0.328
Less Screen Rejects 972.5 cu. yd. at $0.25	- 243.13			- 0.004
	$35,394.57	56,506.5	Tons	$0.626

Sizes & Quantities of Rock Produced

1¼" - 0 Rock in Base	35,704.6 Tons
3/4"-0 " " Shoulders	2,273.4 "
Mineral Aggregates	12,938.1 "
Crushed Rock in Stockpile 4,472.3 cu. yd., or	5,590.4 "
	56,506.5 Tons

Crushing plant produced 56,506.5 tons in 1252 hours, an hourly production of 45.2 tons.

Remarks:

This contract was a "State Project", consisting of the grading of 4.02 miles of roadway, the construction of 5.75 miles of selected roadbed topping, the construction of 18.02 miles of crushed rock surfacing and Type 0-11 oil mat and the furnishing of 4,300 cu. yds. of crushed rock in stockpiles.

The contract was let April 3rd, 1941; the contractor began operations June 1st, and finished October 4th, 1941.

Grading operations were carried out with one RD-8 cat and carryall and one 1¼ cu. yd. shovel and trucks. Shovel and trucks were used very little, and the cat and carryall moved all material very economically. A #12 motor patrol was used for finishing. Pipe prices were high on the 18" corr. metal pipe, and it was impossible for the contractor to make a profit with his bid price.

Crushing operations were carried out very successfully, rock being produced at a cost of $0.63 in the bunkers. The crushing plant operated a total of 1,252 hours to produce 56,500 tons or an average of 45.2 tons per hour.

Topping material costs were rather high due to excessive stripping and spotty material.

The base rock material was placed on the road and windrowed to the shoulders, no attempt being made to set the material up until just before oiling operations were begun. This method resulted in very low costs for street work on base rock and with the low costs of base rock in bunkers allowed a very high profit on this item.

Oiling operations were carried out with the usual efficiency of most oil work done by Babler Bros., and though the same inclement weather was encountered, showed a fair profit.

Crushing equipment consisted of one 24" x 36" jaw crusher, two 22" x 40" roll crushers, one 80 h.p. Buda motor, two 80 h.p. Cummings motors, one 2' x 6' scalper screen, one 3' x 10' triple-deck shaker screen, one electric generator, five electric motors and miscellaneous small equipment. Loading was done by two RD-8 tractors, one 1¼ cu. yd. shovel and two 4 cu. yd. trucks. Equipment used on topping and street work consisted of one 1¼ cu. yd. shovel, one Austin blade, two #12 cat blades, two rollers, one water tank and small equipment. Oiling was done with the regular oiling equipment of the contractors. All trucks on the job except the water tank, tenders and distributor, were hired by the hour.

This contract was well handled, supervision and labor were kept low, and a fair profit was shown on almost all items.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
FEB 9 1942
FOR FILING

12-1111

February 6, 1942

Babler Brothers
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 6, 1941, granted you the extension of time requested, from August 31 to October 4, 1941, without penalty, in connection with state highway contract No. 2447, for grading, surfacing and oiling the Vance Creek-Soda Mountain Section of the John Day-Burns Highway, in Grant County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AE
cc - Mr. Paul Van Scoy

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RECEIVED
DEC - 1 1941
FOR FILING

12 - 1111

December 1, 1941

General Casualty Company of America
Dooly & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

Our letter, dated November 17, 1941, advising of our intention to make semi-final payment to Babler Brothers on their contract No. 2447 was mis-sent and has just been returned to this office. This letter reads essentially as follows:

> "You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Bros., on contract No. 2447 covering grading, surfacing and oiling on the Vance Creek-Soda Mountain Section of the John Day-Burns Highway, in Grant County. This payment, in the amount of $5,895.70, will be made on or after November 27, 1941. The retained percentage is $3,763.63.
>
> The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any."

This semi-final warrant is now ready for mailing and we ask, if you have no objections to its immediate release, that you please so inform us at your earliest convenience.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. C. DeSart

December 1, 1941

Glens Falls Indemnity Company
Pacific Coast Bonding Department
6th Floor Mills Tower
San Francisco, California

Attention: W. J. Jaisen

Gentlemen:

Thank you for your letter of November 26, 1941, returning to this office our letter addressed to the Rodgers Insurance Agency relative to the semi-final payment due Babler Brothers in connection with contract No. 2447.

A recheck of our records reveals that the letter was addressed to the wrong bonding company.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. C. DeSart

R. H. GRIFFITH, VICE-PRESIDENT
R. LYNN COLOMB, ASST. MGR.
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

ARTHUR M. COLOMB
SUPERINTENDENT BONDING DEPT.

SAN FRANCISCO, CALIFORNIA

RECEIVED
DEC 1 - 1941
[illegible]
STATE HIGHWAY COMMISSION

November 26, 1941

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

We are returning your letter of November 17, addressed to our Company, care of The Rodgers Insurance Agency at Portland, in connection with the contract of Babler Bros., inasmuch as this firm is not one of our contractor clients.

It is assumed a recheck of your records will indicate that we did not furnish a surety bond in this matter, and unless we hear from you to the contrary, the subject will be considered closed.

Yours very truly,

PACIFIC COAST BONDING DEPT.

WLJ:CH
Encl.

Dooley + Co

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

November 17, 1941

IN REPLY PLEASE
REFER TO FILE NO.

Glens Falls Indemnity Company
Rogers Insurance Agency
Title and Trust Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Bros., on contract No. 2447 covering grading, surfacing and oiling on the Vance Creek-Soda Mountain Section of the John Day-Burns Highway, in Grant County. This payment, in the amount of $5,895.70, will be made on or after November 27, 1941. The retained percentage is $3,763.63.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

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NOV 18 1941

12-1111

November 17, 1941

Glens Falls Indemnity Company
Rogers Insurance Agency
Title and Trust Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Bros., on contract No. 2447 covering grading, surfacing and oiling on the Vance Creek-Soda Mountain Section of the John Day-Burns Highway, in Grant County. This payment, in the amount of $5,895.70, will be made on or after November 27, 1941. The retained percentage is $3,763.63.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

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FORM E-30 REVISED 20M 1-41

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

12-1111

John Day
November 9, 1941

Subject: Overruns and Underruns, Contract No.2447
Vance Creek - Soda Mtn Section.

To:

Mr. W.C. Williams
Division Engineer
State Highway Commission
La Grande, Oregon

RECEIVED
NOV 12 1941
DIVISION OFFICE
LA GRANDE

Dear Sir:

Following are explanations of overruns and underruns in excess of ten percent as reflected by semi-final estimate No.6.

(2) STRUCTURAL EXCAVATION

Contract Amount	240.0 Cu.Yds. at $1.50	$360.00	
Final Amount	134.4 Cu.Yds. at 1.50	201.60	
Underrun	105.6 Cu.Yds. at 1.50	$158.40	44%

This underrun is due principally to a liberal estimate of structural excavation; however approximately a 50 cubic yard reduction was effected by locating two existing culverts. During the preliminary work we were unable to locate the culverts at Stations 2236/26 and 2301/75. It was planned to install new pipes at these crossings. Later, with more thorough investigation the existing pipes were located.

(3) TRENCH EXCAVATION

Contract Amount	270 Cu.Yds. at $1.00	$270.00	
Final Amount	379.9 Cu.Yds. at 1.00	379.90	
Overrun	109.9 Cu.Yds. at 1.00	109.90	41%

This overrun in trench excavation is due mainly to the necessity of constructing two diversion ditches, that were not in the preliminary estimate, at the following locations:

Station 2221 to Station 2224 --- 85.5 Cu.Yds.
Station 2226/50 to Station 2236 - 77.7 Cu.Yds.

There was an overrun of 41.5 Cu. Yds. of trench excavation at Station 2236/22. After locating the existing culvert pipe it was necessary to construct a drain ditch that was not planned.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

John Day
November 9, 1941

Subject: Overruns and Underruns, Contract No.2447
Vance Creek - Soda Mtn Section.

To: Mr. W. C. Williams Page #2

An overrun of 19 Cu. Yds. of trench excavation was incurred at Station 2334/22 in constructing another culvert drain not estimated.

By changing the preliminary location a savings of approximately 34 Cu. Yds. was made in the construction of the diversion ditch, right of Station 2298.

The trench excavation for the diversion ditches, right of Stations 2361 and 2365, was liberally estimated. A reduction of 21 Cu. Yds. and 43 Cu. Yds., respectively was made.

(5) SHORT OVERHAUL

Contract amount	21,000 Yd.Sta.	at 0.01	$210.00	
Final Amount	27,705 Yd.Sta.	at 0.01	277.05	
Overrun	6,705 Yd. Sta.	at 0.01	$ 67.05	32%

This overrun of short overhaul resulted from the rebalancing of quantities during construction. The preliminary work was done during the winter months under snow and freezing condition. As the work was light, there was a shortage of excavation, especially from station 2240 to 2290. This material was borrowed on the right of Station 2296 to 2299, thereby increasing the haul.

(6) LONG OVERHAUL

Contract Amount	100 Cu.Yd.Sta.	at 0.30	$ 30.00	
Final Amount	629.6 Cu.Yd.Sta.	at 0.30	188.87	
Overrun	529.6 Cu.Yd.Sta.	at 0.30	$158.88	530%

This increase of long overhaul was due to the rebalancing of the materials on construction. There was a shortage of excavation from Station 2240 to 2290. The outbank at Station 2297 contained the nearest suitable materials.

FORM E-90 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

John Day
November 9, 1941

Subject: Overruns and Underruns, Contract No.2447
Vance Creek - Soda Mtn Section

To: Mr. W. C. Williams Page #3

(7) ROUNDING CUTBANKS

Contract Amount	8650 Lin.Ft. at 0.10	----------------	$865.00	
Final Amount	6020 Lin.Ft. at 0.10	----------------	602.00	
Underrun	2630 Lin.Ft. at 0.10	----------------	$263.00	30%

By changing the cutbanks on the side borrow sections from Station 2240 to Station 2270 to 3 to 1 back slopes and flatter the rounding cutbanks quantities were materially reduced.

(9) 18 INCH CORR. METAL PIPE

Contract Amount	450 Lin.Ft. at $2.50	-----------------	$1125.00	
Final Amount	302 Lin.Ft. at 2.50	-----------------	755.00	
Underrun	148 Lin.Ft. at 2.50	-----------------	$ 370.00	33%

This underrun was due principally to the locating of two existing pipes not found during the preliminary survey. The ends of both pipes were well buried by fill widening. The P.R.A. maps showed culverts at these locations and after considerable hunting they were located. It was planned to install 56' - 18 inch pipe at Station 2236/50 and 56' - 18" pipe at Station 2300/60.

It was not necessary to lengthen the 18 inch approach pipes 10 feet each on the right and left sides of Station 2243/50 as originally planned. The existing culverts were adequate.

An overrun of 42' - 18 inch culvert pipe was incurred at Station 2400/90 by installing an 18 inch pipe under the railroad crossing, side ditch on the right, in place of a 24 inch culvert as estimated. However, there was a reduction made on the left side of centerline, Station 2401/10 by reinstalling a salvaged pipe in place of an estimated 18 inch pipe. Both changes being adequate for drainage purposes.

FORM E-99 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

John Day
November 9, 1941

Subject: Overruns and Underruns, Contract No.2447
Vance Creek - Soda Mtn Section

To: Mr. W. C. Williams Page #4

(10) 24 INCH CORR. METAL PIPE

Contract Amount	40 Lin. Ft. at $3.50	$140.00	
Final Amount	54 Lin. Ft. at 3.50	189.00	
Overrun	14 Lin. Ft. at 3.50	49.00	35%

This overrun was due to the necessity of installing an additional 42' - 24 inch culvert pipe at Station 2388/05 to insure adequate drainage. The 18 inch pipe, originally planned for this location, was moved to Station 2393/06. A reduction in 24 inch pipe was made by installing an 18 inch culvert at Station 2400/90 in place of 24' - 24" pipe, as estimated.

(11) 30 INCH CORR. METAL PIPE

Contract Amount	40 Lin.Ft. at $5.00	$200.00	
Final Amount	52 Lin.Ft. at 5.00	260.00	
Overrun	12 Lin.Ft. at 5.00	$ 60.00	30%

The estimated lengths for the 30 inch pipe extensions at Station 2421/20 and 2421/26 were inadequate.

(12) SALVAGING CULVERT PIPE

Contract Amount	250 Lin.Ft. at $1.00	$250.00	
Final Amount	205 Lin.Ft. at 1.00	205.00	
Underrun	45 Lin.Ft. at 1.00	$ 45.00	18%

This underrun was due to the fact that the following pipes were not salvaged:
Station 2241/50, approach right, 22' - 10" pipe
Station 2400/20, approach left, 26' - 10" pipe.

It was not necessary to salvage the above pipes. They are satisfactory in place.

(17) SPRINKLING

Contract Amount	1200 M-Gals. at $1.50	$1800.00	
Final Amount	685.1 M-Gals. at 1.50	1027.65	
Underrun	514.9 M-Gals. at 1.50	$ 772.35	43%

FORM E-30 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

John Day
November 9, 1941

Subject: Overruns and Underruns, Contract No. 2447
Vance Creek - Soda Mtn Section.

To: Mr. W.C. Williams Page #5

The underrun in sprinkling was due to the excessive rainfall that fell during the construction work.

(20) FURNISHING AND PLACING RC-3 ASPHALT IN FIRST COURSE

Contract Amount	214.000 Tons at	$ 29.00	$ 6,206.00	
Final Amount	325.475 Tons at	29.00	9,438.78	
Overrun	111.475 Tons at	29.00	$ 3,232.78	52%

This item was under-estimated in the preliminary estimate.

(23) 3/4"- 1/2" CRUSHED ROCK IN STOCKPILES

Contract Amount	1700.0 C.Y. at	$0.90	$ 1,530.00	
Final Amount	1991.1 C.Y. at	0.90	1,791.99	
Overrun	291.1 C.Y. at	0.90	$ 261.99	17%

The overrun in 3/4"- 1/2" Crushed Rock in Stockpile was caused by the difficulty the contractor had in crushing 1/2"- 1/4" rock. To furnish the required amount of 1/2"- 1/4" crushed rock in stockpile, the contractor was unable to keep from overrunning the 3/4"-1/2" size.

P.A.No.1, 26'-12 INCH CORR. METAL PIPE ---------------- $39.00

It was necessary to install 26'-12 inch approach pipe right of Station 2414/50 that was not estimated.

P.A.No.2, 12.6 C.Y. CEMENT RUBBLE MASONRY ----------------- $201.60

It was necessary to construct a cement rubble masonry apron in the inlet basin to the culvert at Station 2224/36. This inlet was in a 30 foot cutbank of common materials and would not stand without masonry construction.

P.A.No.3, 26'-12 INCH CORR. METAL PIPE -------------------- $34.06

This pipe was ordered under P.A.No.1. Later, before installing, the property owner advised that the approach would not be used, so the pipe was not installed.

FORM E-50 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

John Day
November 9, 1941

Subject: Overruns and Underruns, Contract No.2447
Vance Creek - Soda Mtn Section.

To: Mr. W.C. Williams Page #6

PA. No.4, 148.8 C.Y. 1 1/4"- 3/4" CRUSHED ROCK IN STOCKPILE ----- $116.06

This crushed rock was left in stockpile, west Station 2824, MP.16.50, after the mineral aggregate was placed.

SCREEN REJECTIONS IN STOCKPILE, 915.1 C.Y. at $0.25 ---------$228.78

The screen rejections purchased are the excess 1/4"-0 crushed rock crushed by the contractor in furnishing mineral aggregates and crushed rock in stockpiles under this contract.

HAULING SCREEN REJECTIONS, 117.2 Yd.Mi. at $0.08 -------------$9.38

The item "Hauling Screen Rejections" covers the hauling of these materials in excess of one-half mile as stated in the general specifications. The calculations are detailed on a tabulation sheet submitted with the final records.

HAUL ADJUSTMENT ON CRUSHED ROCK IN STOCKPILES
839.4 Yd.Mi. (in favor of State) at $0.07 -------------------$58.76

This adjustment was made according to Section 22, Crushed Materials in Stockpile, Specification A, general specifications. The calculations are detailed on a tabulation sheet submitted with the final records.

OTHER CONTINGENCIES ANTICIPATED

An amount of $1500 was withheld to cover an extra work order being submitted by Babler Brothers to cover the additional cost incurred in excavating the shale materials adjacent to Station 2348 for roadbed topping in place of the talus slide, Station 2332, that became exhausted.

Very truly yours,

N A Toole

N. A. Toole
Resident Engineer

Form E-1—6M—9-39

✓ R

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
REPORT NO. 18
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 4, 1941

Section Vance Creek - Soda Mtn

Kind of work Grading, Surfacing & Oiling

Highway John Day - Burns

Section prefix 12-1111

Contractor Babler Brothers

Contract number 2447

Date of contract April 4, 1941

Date of completion August 31, 1941

Date work started June 2, 1941

Estimated date of completion September 30, 1941

Amount of contract $ 120,788.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 127,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 5300.00, 4.2 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Sunday, four men cleaned ditches and slopes on the Seneca Section. Monday morning, three men worked on the camp in the A.M. and at Seneca in the P.M. I went over the work yet to be done with Martin Conley Monday afternoon and Tuesday he completed the work with fous men. On Tuesday, Mr. Iler and Mr. Bennett of the Malheur National Forest looked over the cleaning up and sloping on the quarry and talus slide and accepted the finish.

OCT 6 - 1941

Signed M A Toole

Address John Day, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.02	17.94	4000 CY	Type 0-11	
Miles partially completed					
Miles completed	4.02	17.94	4000 CY	Type 0-11	
Total estimated quantities	15,000 CY	38,000 Tons	4000 CY	13,000 Tons Agg. 1200 Tons Oil	
Estimated quantities moved or placed to date	15,000 CY	38,000 Tons	4000 CY	13,000 Tons Agg. 1200 Tons Oil	
Average daily quantities	500 CY	1200 Tons	600 CY	860 Tons Agg 74 Tons Oil	
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	5				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Grant COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2				2	1	5
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Rain		
Thursday	Fair		
Friday	Cloudy		
Saturday	Cloudy		

STATE PRINTING DEPT.

2

RECEIVED
APR 29 1941
FOR FILING
12-1111

April 28, 1941

Babler Bros.
1637 S. E. 6th Ave.
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2447 which was awarded to you on April 4, 1941, by the State Highway Commission, covering grading, surfacing and oiling on the Vance Creek-Soda Mountain Section of the John Day-Burns Highway, in Grant County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
APR 9 1941
FOR FILING

12-411

April 8, 1941

Babler Bros.
1636 S. E. 6th Ave.
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2447, which was awarded to you by the State Highway Commission on April 4, 1941, covering grading, surfacing and oiling on the Vance Creek-Soda Mountain Section of the John Day-Burns Highway, in Grant County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

RECEIVED
APR 7 1941
FOR FILING

12-1111

April 5, 1941.

Babler Bros.
1637 S. E. 6th Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on April 4, 1941, awarded you the contract for grading, surfacing and oiling, on the Vance Creek-Soda Mountain Section of the John Day-Burns Highway, in Grant County. This award was based on your low bid of $120,788.00, submitted on April 3, 1941.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HB

cc - S. H. Probert
G. S. Paxson

CONTRACT# [redacted] 2448

FAS 245-C-1 Vandehey & Van Dyke Secs., 1941
#2448 Nehalem Secon. Hwy.

/

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[illegible]
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 245-C-1

July 22, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAS 245-C (1)
Vandehey and Van Dyke Sections
Nehalem Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JUL 23 1942
[illegible]

Jno

wa4pr-15452

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 245-C(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of May, 1942 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 5th day of April, 1937, a revised project statement, which was approved on the 26th day of April, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section C(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 14th day of March 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifteen thousand, seven hundred forty and 00/100 dollars ($15,740.00) as the share of the United States payable under said act on account of Section C(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

√.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939 (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 4+00 in the SW 1/4, Sec. 7, T. 1 N., R. 3 W., W.M., and survey station 24+30 in Sec. 30, T. 1 N., R. 3 W., W.M.; excepting therefrom that portion between survey station 1+64, in the NW 1/4, Sec. 18, T. 1 N., R. 3 W., W.M., and survey station 7+60, in the NW 1/4, Sec. 30, T. 1 N., R. 3 W., W.M.

, length 1.076 miles, in Washington County, being Section C(1) of Oregon Federal Aid Secondary project No. FAS 245, consisting of 1.076 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~.

RECEIVED JUL 20 1942 REGIONAL HEADQUARTERS

REC. JUL 28 1942 DISTRICT 1

A C

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of fifteen thousand, seven hundred forty and 00/100 dollars ($15,740.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-five thousand, seven hundred ninety-one and 70/100 dollars ($25,791.70), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED JUL 20 1942 REGIONAL HEADQUARTERS

JUL 23 1942 DIV.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of JUN - 2 1942, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 245-C(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 25,791.70 as the total estimated cost of said project, and the sum of $ 15,740.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and JUN - 2 1942

Federal Works Administrator,

By H J O'Leary
Acting Commissioner of Public Roads.

FAS 245-C-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 1[illegible] 1942
FOR FILING

May 2, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAS 245-C (1)
Vandehey and Van Dyke Sections
Nehalem Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

MAY 5 - 1942

Fan

RECEIVED
MAY 28 1942
FOR FILING

FAS 245-C-1

February 21, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Vandehey and Van Dyke Sections, Project No. FAS 245-C (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 245-C (1)

VANDEHEY AND VAN DYKE SECTIONS

OF THE NEHALEM HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 11, 1942

All Required		Clearing and Grubbing		$ 200.00
40	cu. yds.	Structural Excavation	$ 1.00	40.00
15	cu. yds.	Trench Excavation, Unclassified	1.00	15.00
11,600	cu. yds.	General Excavation, Unclassified	.26	3,016.00
23,000	yd. sta.	Short Overhaul	.02	460.00
80	C-yd.sta.	Long Overhaul	.30	24.00
1.08	miles	Finishing Roadbed and Slopes	200.00	216.00
150	lin. ft.	12" Concrete Pipe	1.10	165.00
120	lin. ft.	18" Concrete Pipe	2.15	258.00
20	lin. ft.	Salvaging Culvert Pipe	1.00	20.00
10,800	tons	3" - 0" Material in Base	.90	9,720.00
3,400	tons	3/4" - 0" Material in Base	1.60	5,440.00
550	cu. yds.	Filler	.40	220.00
550	yd. mi.	Hauling Filler	.10	55.00
160	M-gals.	Sprinkling	1.50	240.00
1.08	miles	Preparation of Base	100.00	108.00
600	tons	Furnishing and Placing Aggregates	2.50	1,500.00
24	tons	Furnishing and Placing RC-4 Tar in Seal Course	25.00	600.00
46	tons	Furnishing and Placing RT-8 Tar in Main and Seal Courses	25.00	1,150.00

Subtotal	$ 23,447.00
10% Engr. & Cont.	2,344.70
Total	$ 25,791.70

Length	1.076 miles
Cost per mile	$ 23,969.98

FAS Funds- -	$ 15,740.00
State Funds- -	10,051.70
	$ 25,791.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

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FEB 5 1942
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FAS 245-C-1

February 5, 1942

Gales Creek Sand & Gravel Company
West Pacific Avenue
Forest Grove, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 18, 1941, granted your request for an extension of time, from September 30 to October 25, 1941, in connection with contract No. 2448 for construction of the Vandehey and Van Dyke Sections of the Nehalem Secondary Highway, in Washington County, subject to the condition that you reimburse the state for extra engineering expense incurred subsequent to October 10, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. W. C. Williams

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JAN 27 1942
FOR FILING

FAS-245-C-1

R

January 24, 1942

Glens Falls Indemnity Company
Rogers Insurance Agency
Title & Trust Building
Portland, Oregon

Gentlemen:

We have received today through the office of the Secretary of State a copy of a letter from the Portland Road and Driveway Company, dated January 15, advising that their claim, in the amount of $1,282.40, against the Gales Creek Sand and Gravel Company on contract No. 2448 has been paid in full.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

cc - Gales Creek Sand & Gravel Co.
Forest Grove, Oregon

NOTED
D. DeSart

January 24, 1942

Portland Road & Drivoway Company
2729 S. E. Tibbetts Street
Portland, Oregon

Gentlemen:

We have received today through the office of the Secretary of State copies of your letters of January 6 and January 15, advising that your claims against Homer G. Johnson, on contract No. 2325, and the Gales Creek Sand & Gravel Company, on contract No. 2448, have been paid in full.

We thank you for furnishing us with this information.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

See contract file #2325 for copies of letters from the above

January 24, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

We acknowledge receipt of your letter of January 23, transmitting letters from the Portland Road and Driveway Company of January 6 and January 15, advising that its claims against Homer G. Johnson, on contract No. 2325, and Gales Creek Sand & Gravel Company, on contract No. 2448, have been paid in full.

We are bringing this information to the attention of the surety companies.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

R.H. Baldock

R

January 13th, 1942

FINAL COST ANALYSIS

Vandehey-VanDyke Section Grade, Surface and Oil Nehalem Secondary Highway
Contract No. 2448 Gales Creek Sand & Gravel Co., Contractor Prefix 134-1033
H. C. Broadwell, Resident Engineer

FAS-[illegible]-1

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$104.31	All				$200.00
Structural Excavation	54.24	56.5	Cu. Yd.	$0.96	$1.00	56.50
Trench Excavation	14.50	15.1	" "	0.96	1.00	15.10
General "	1,802.44	10,557.6	" "	0.17	0.26	2,744.98
Short Overhaul	327.64	16,382	Yd. Sta.	0.02	0.02	327.64
Long "	5.82	19.4	C-Yd. Sta.	0.30	0.30	5.82
Finishing Roadbed & Slopes	283.69	1.08	Mile	262.67	200.00	216.00
12" Concrete Culv. Pipe	154.25	153	Lin. Ft.	1.01	1.10	168.30
18" " " "	248.56	117	" "	2.12	2.15	251.55
Salvage Culvert Pipe	18.00	18	" "	1.00	1.00	18.00
3"-0 Mat'l in Base	6,963.69	10,905.05	Ton	0.64	0.90	9,814.55
3/4"-0 " " "	4,444.64	3,244.8	"	1.37	1.60	5,191.69
Sprinkling	356.16	244.64	M-Gal.	1.46	1.50	366.96
Preparation of Base	88.34	1.08	Mile	81.80	100.00	108.00
Fur. & Place Min. Agg.	1,856.00	755.37	Ton	2.46	2.50	1,888.43
" " " RT-4 Tar	603.00	28.6	"	21.08	25.00	715.00
" " " RT-8 "	1,211.88	54.64	"	22.18	25.00	1,366.00
Deduction for Excess Engineering due to Overrun of Time Limitation						- 8.13
	$18,537.16					$23,446.39

Gross Revenue	$23,446.39
Total Cost	18,537.16
Net Profit	$4,909.23

Net Profit Equals 20.9% of Gross Revenue

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JAN 14 1942
FOR FILING

NOTED
Highway Engineer

Vandehey-VanDyke Section

Detail of Cost

Labor:

Supervision	$600.00	
Labor	2,282.41	
State Industrial Accident Ins. 6%	136.95	
Soc. Sec. & Unemployment Ins. 5%	114.12	
		$3,133.48

Materials:

12" Concrete Culv. Pipe	153	lin. ft.	at	$0.75	$114.75	
18" " " "	117	" "	"	1.60	187.20	
3"-0 Pit Run Gravel Del. on Job	10,905.05	tons	"	0.48	5,234.42	
3/4"-0 Cr. Gravel Del. on Job	3,244.8	"	"	1.06	3,439.88	
Mineral Aggregate	755.37 ~~75,537~~	"	"	0.75	566.53	
RT-4 Gasco Tar	28.6	tons	"	11.00	314.60	
RT-8 " "	54.64	"	"	12.00	655.68	
						10,513.06

Equipment Rental & Misc. Supplies:

Equipment Rental	$2,068.80	
Hired Oiling Equipment (Incl. gas, oil & grease)	682.30	
Hired Trucks (Not including drivers)	533.12	
Gas, Oil & Grease	495.20	
Small Tools & Misc. Supplies	74.50	
Public Liability Ins.	22.82	
Bond	234.47	
Move In, Freight & Cartage	76.00	
Office & General Overhead	703.41	
		4,890.62
		$18,537.16

Vandehey-VanDyke Section

REMARKS:

This contract, which required the grading, surfacing and oiling of two short sections of the Nehalem River Highway, was bid on April 3rd, 1941. The contractor started work on July 16th, and the contract was completed October 25th, 1941.

The excavation, which was all common material in level country, was handled with a single D-8 cat and a 13-yard scraper and a D-2 tractor and dozer. The operators of the scraper outfit were highly skilled and required no supervision, and the job required very little hand sloping.

The pit run gravel was secured from a bar in Gales Creek and hauled an average of 6 miles. The cost of $0.48 per ton for the material delivered on the job allowed a very good profit to the contractor on this item. 3/4" - 0 Crushed gravel was secured from the contractor's commercial plant on Gales Creek and was likewise a profitable item.

The Gasco tar used for the oil mat was loaded directly into transports at Gasco and hauled a distance of 30 miles to the job, and mineral aggregate was hauled from the contractor's commercial plant. The oiling was supervised by Roy Curtner.

The contract shows a very good profit due to low overhead costs and to the contractor securing the pit run rock and crushed gravel at cost from his own commercial operations.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
DEC 23 1941
FOR FILING

FAS 245-C-1

December 22, 1941

Glens Falls Indemnity Company
Rogers Insurance Agency
Title and Trust Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim, in the amount of $1,282.40, which has been filed in the office of the Secretary of State by the United Contracting Company against the bond taken from the Gales Creek Sand and Gravel Company in connection with state highway contract No. 2448, Vandehey and Van Dyke Sections of the Nehalem Secondary Highway, in Washington County.

This information is given you inasmuch as you appear surety on the bond furnished by the contractor in connection with the above-mentioned contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AH Secretary

cc - Gales Creek Sand & Gravel Co.
Forest Grove, Oregon

NOTED
D DeSart

December 22, 1941

Honorable Earl Snell
Secretary of State
CAPITOL
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 18, 1941, with copies inclosed of a claim in the amount of $1,282.40 which has been filed by the Portland Road and Driveway Company against the bond taken from Gales Creek Sand and Gravel Company in connection with state highway contract No. 2448, Vandehey and Van Dyke Sections of the Nehalem Secondary Highway, in Washington County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed in your office.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
D DeSart

PORTLAND ROAD & DRIVEWAY CO.

2729 S. E. Tibbetts St.

PORTLAND, OREGON

December 15, 1941

To the Secretary of State:

Notice hereby is given that the undersigned, Portland Road & Driveway Co., has a claim for Transporting and spraying Gasco Tar and Hauling rock in the total sum of $1282.40 against the bond taken from the Glens Falls Indemnity Company, Rogers Insurance Agency, agents, Title and Trust Building, Portland, Ore. for the work of Gales Creek Sand & Gravel Company, contract No. 2448, for grading, surfacing and oiling the Vandahey and Van Dyke Sections of the Nehalem Secondary Highway, in Washington County.

PORTLAND ROAD & DRIVEWAY CO.

by G. C. CURTNER

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 18, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed are three copies of a notice of claim by Portland Road & Driveway Co., for transporting and spraying Gasco Tar and hauling rock in the sum of $1282.40 against the bond taken from theGlen Falls Indemnity Company for the work of Gales Creek Sand and Gravel Company, contract No. 2448, for grading, surfacing and oiling the Vandehey and Van Dyke Sections of the Nehalem Secondary Highway, in Washington County.

Kindly acknowledge receipt of the copies for our files.

Very truly yours,

Earl Snell
Secretary of State

S:FL

Enc.

RECEIVED
DEC 20 1941
STATE HIGHWAY COMMISSION

K

RECEIVED
DEC 13 1941
FOR FILING

FAS 245-C-1

December 12, 1941

Glens Falls Indemnity Company
Rogers Insurance Agency, general agents,
Title and Trust Building
Portland, Oregon

Gentlemen

This is to advise you that the Portland Road and Driveway Company, Portland, has filed a claim in this office, in the amount of $1,282.40, against the bond taken from the Gales Creek Sand & Gravel Company in connection with its contract with the State Highway Commission, No. 2448, which is for grading, surfacing and oiling the Vandehey and Van Dyke Sections of the Nehalem Secondary Highway, in Washington County.

This information is given you inasmuch as you appear surety on the bond furnished by the contractor in connection with the above-mentioned contract.

Very truly yours,
State Highway Commission

By

Secretary

DD:AM

cc- Gales Creek Sand & Gravel
Forest Grove, Oregon

NOTED
D. G. DeSart

DS

December 11, 1941

Portland Road & Driveway Company
2729 S. E. Tibbetts Street
Portland, Oregon

Attention: G. C. Gartner

Adust-Contractors-Gen.

Gentlemen:

Your letter of December 10, 1941, addressed to the attention of Mr. Collier, has been handed to me for handling in our usual manner.

Contractors on state highway work are required to furnish a surety bond for the protection of labor and materialmen. We offer you the protection of the bonds filed by the different contractors against whom you have claims.

We suggest that you file your claim direct with the respective bonding companies and also with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is inclosed.

The pertinent information for filing these claims against the respective contracts is as follows:

> A Milne, contract No. 2360, for grading, oiling and surfacing the South Newport Section of the Oregon Coast Highway, in Lincoln County. United States Fidelity and Guaranty Company, Lloyd E. Trenton, agent, 1816 S. E. 51st Street, Portland. Contract accepted by State Highway Commission on July 24, 1941.
>
> Gales Creek Sand and Gravel Company, contract No. 2448, for grading, surfacing and oiling the Vandecoy and Van Dyke Sections of the Nehalem Secondary Highway, in Washington County. Glens Falls Indemnity Company, Rogers Insurance Agency, agents, Title and Trust Building, Portland. Work completed October 25, 1941, but contract not yet accepted by the State Highway Commission.

NOTED
D. G. DeSart

Homer G. Johnson, contract No. 2325, for bituminous macadam surfacing on the Germantown Road-Barnes Road Section of the Skyline Boulevard, in Multnomah County. General Casualty Company of America, Mansfield & Company, agents, 310 Lewis Building, Portland. Contract accepted October 17, 1941.

Roy L. Houck, contract No. 2434, for grading and paving the Onion Flat Section of the Pacific Highway West, in Washington County. Great American Indemnity Company, C. A. Tennessone, Wilcox Building, Portland. Work completed November 5, 1941, but contract not yet accepted by the State Highway Commission.

In accordance with our usual practice, we are today calling your claims to the attention of the interested bonding companies and the contractors.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

cc - R. A. Collier

STATEMENT

C. CURTNER
JOE BURKHARDT
B. CURTNER

PENETRATION: BITUMULS-GASCO AND ROAD OILS
ASPHALTIC PLANT MIXED PAVEMENT
FOR RENT-ROLLERS AND GRADERS

TELEPHONE EAst 1914

PORTLAND ROAD & DRIVEWAY CO.
2729 Southeast Tibbetts Street
PORTLAND, OREGON

Gales Creek Sand & Gravel Company
Forest Grove,
Oregon.

October 11,1941

Oct.	10	Oiling on the Vandehey & Van Dyke Section, Nehalem Highway, Washington County				
		Transporting & spraying Gasco Tar - 86 Tons at $10.00 per ton	860	00		
		Hauling rock - 528 cu.yds. @ 80¢ per cu.yd.	422	40		
					1282	40
		Credit:				
		30 gals. gas the boys got				

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Jnor

and

FAS 245-C-1

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FOR FILING

R R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 245-C (1), Vandehey and Van Dyke Section of the Nehalem Highway, was made by a representative of this office on November 19, 1941.

Prompt submission of the final voucher will be appreciated.

Agreement estimate for this project has not yet been received. Prompt submission is requested to pave the way for presentation of the final voucher.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Sr. Highway Engineer

Jwr

Form E-1—5M—4-41

FAS 245-C-1

R

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 29, 1941

Section Vandehey & VanDyke

Kind of work Grading, Surfacing & Oiling

Highway Nehalem

Section prefix 134-1033

Contractor Gales Creek Sand & Gravel Co.

Contract number 2448

Date of contract April 4, 1941

Date of completion September 30, 1941

Date work started July 16, 1941

Estimated date of completion October 25, 1941

Amount of contract $23,447.00

Per cent of time elapsed 114%

Estimated cost of completed project, exclusive of engineering $23,450.61

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $2,453.13, 17%

Date project was completed October 25, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed the Semi-final estimate and delivered to Mr. Collier November 29th.

NOTED
RAY WEBBER

NOTED
[illegible]

RECEIVED
DEC 1 - 1941

Signed

Address 9200 SE. McLoughlin Blv'd, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.08	1.08		1.08	
Miles partially completed					
Miles completed	1.08	1.08		1.08	
Total estimated quantities	11,600 Cy	14,800 Ton		70 Ton	
Estimated quantities moved or placed to date	10,542.6 "	14,905.22		83.24 Ton	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Clear		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Foggy		
Friday	Rain		
Saturday	Cloudy		

STATE PRINTING DEPT.

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FOR FILING

FAS-245-C-1

R

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon
November 3, 1941

Disposition of Check

Mr. E. A. Collier
Division Engineer
Portland, Oregon

NOTED

Dear Sir:

Reference is made to your letter of November 1, to H. G. Smith, submitting a check from the Gales Creek Sand & Gravel Company (No. 548) in the sum of $10.00, to cover the cost of repairing the cedar cap on the overflow bridge under Contract No. 2448.

We are placing the above amount in our Advance Fund. At such time as we receive the invoice covering the repair work it will be transferred to the General Fund.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

WCC:jh
cc—H. G. Smith

11/3/41

R

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FORM E-30 35M 3-41
[illegible]
FOR FILE

FAS 245-C-1

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 19, 1941

Subject: Vandehey Section on Nehalem Secondary

To: Mr. R. H. Baldock
Chief Engineer
State Highway Department
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

The grading is practically complete on the 1.08 miles included in the two line changes between Forest Grove and Banks. The contractor started placing the 10,800 tons of gravel base yesterday, from Gales Creek Sand & Gravel. In addition to this, the job requires 3400 tons of 3/4"-0" material, and the contractor has said he may secure this material from Babler's Quarry, near Banks, instead of manufacturing it himself. I have urged the contractor to work two full shifts on the gravel base, and to expedite completion of the job, so that it can be oiled before September 19. The oiled surface is to be Type 0-9, and could be placed in two days by a good crew.

I will report progress to you again about September 1.

Very truly yours,

EaCollier
E. A. Collier
Division Engineer

EAC:IH
cc: H. C. Broadwell

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APR 8 1941
FOR FILING

245-C-1

April 7, 1941

Gales Creek Sand & Gravel Co.
Forest Grove, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2448, which was awarded to you by the State Highway Commission on April 4, 1941, for grading, surfacing and oiling on the Vandehey and Van Dyke Section of the Nehalem Highway in Washington County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

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APR 7 1941
FOR FILING

245-C-1

April 5, 1941

Gales Creek Sand & Gravel Co.
Forest Grove, Oregon

Gentlemen:

The State Highway Commission on April 4, 1941, awarded you the contract for grading, surfacing and oiling on the Vandehey and Van Dyke Sections of the Nehalem Secondary Highway, in Washington County. This award was based on your low bid of $23,447.00, using tar, submitted on April 3, 1941.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - S. H. Probert
G. S. Paxson

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MAY 2 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 4, 1941

AP 7 - 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project No. FAS 245-C (1), Vandehey and Van Dyke Sections of the Nehalem Highway in Washington County, to Gales Creek Sand & Gravel Co., Forest Grove, Oregon, who submitted the low bid on the basis of using tar.

Very truly yours,

W. H. LYNCH
District Engineer

By: F E Andrews
F. E. Andrews
Sr. Highway Engineer

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FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 14, 1941

FAS 245-C-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Federal Aid Project No. FAS 245-C (1), the Vandehey and Van Dyke Sections of the Nehalem Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until the right to occupy and use the right of way is acquired.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

1

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MAR 1 1941
FOR FILING

FAS 245-C-1

Salem, Oregon
March 15, 1941

Vandehey & Van Dyke Sections

Mr. E. A. Collier
Highway Division Engineer
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

In accordance with your letter of March 12, regarding the above named project on the Nehalem Secondary Highway, we have corrected page 7 of the special provision to read "RT-4" tar, as requested.

The increase in quantities for Bid Item No. 12, "3/4"-0" Material in Base," as made in this office, is due to the use of a specific gravity of 2.85 instead of 2.60 as used in your calculation. The higher specific gravity was furnished by the Testing Laboratory as representative of materials obtainable from commercial plants in the vicinity of Forest Grove.

The reduction in quantities of Bid Item No. 17, "Furnishing and Placing of Aggregates," as made in this office, is due to the estimating of approximately 50 cubic yards per mile of binder course cover materials, instead of 117 cubic yards per mile as used in your calculations. It is our thought that the binder course might well be placed as specified in the standard specification which provides that cover materials may be obtained by windrowing the rock base, which, on this project, is finished with three inches of 3/4" - 0" material.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

VGO'H:ER

cc to H. G. Smith

FORM E-30 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 12, 1941

Subject: Vandehey Section

To: Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Received Special Provisions and Plans.

At the top of page $\overset{1}{8}$ Special Provisions, we should use R T-4 instead of R T-8. Also, please check the M-52.

E.A.C. used 2.60
Sp. G. 2.85 = 65.
2.80 – 65 P.R.

Please have O'Neil send me calculations for quantities in items #12 and #17. I presume he has figured less cover for the binder course than we did.

Bottle
50 per mile

Yours very truly,

E. A. Collier

E. A. Collier
Division Engineer

EAC:IH

RECEIVED
MAY 28 1942
FOR FILING

March 8, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the Vandehey and Van Dyke Sections, Project No. FAS 245-C (1).

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

PR 46

Roadway (Vandehey and Van Dyke Sections)

Oregon State Highway Department **Federal Aid Secondary**
Project No. FAS 245-C (1)

VANDEHEY AND VAN DYKE SECTIONS

OF THE NEHALEM HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Starting Date April 10, 1941

Salem, Oregon, March 8, 1941

All Required		Clearing and Grubbing		$ 100.00
40	cu. yds.	Structural Excavation	$ 1.50	60.00
15	cu. yds.	Trench Excavation, Unclassified	1.00	15.00
11,600	cu. yds.	General Excavation, Unclassified	0.30	3,480.00
23,000	yd. sta.	Short Overhaul	0.01	230.00
80	C-yd.sta.	Long Overhaul	0.50	40.00
1.08	miles	Finishing Roadbed and Slopes	250.00	270.00
150	lin. ft.	12" Concrete Pipe	1.25	187.50
120	lin. ft.	18" Concrete Pipe	2.25	270.00
20	lin. ft.	Salvaging Culvert Pipe	1.00	20.00
10,800	tons	3" - 0" Material in Base	1.30	14,040.00
3,400	tons	3/4" - 0" Material in Base	1.40	4,760.00
550	cu. yds.	Filler	0.50	275.00
550	yd. mi.	Hauling Filler	0.15	82.50
160	M-gals.	Sprinkling	1.50	240.00
1.08	miles	Preparation of Base	100.00	108.00
600	tons	Furnishing and Placing Aggregates	3.00	1,800.00
20	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	26.00	(Alternate)
24	tons	Furnishing and Placing 151-200 Asphalt in Main Course	27.00	(Alternate)
14	tons	Furnishing and Placing RC-3 Asphalt in Seal Course	27.00	(Alternate)
24	tons	Furnishing and Placing RC-4 Tar in Seal Course	22.00	528.00
46	tons	Furnishing and Placing RT-8 Tar in Main and Seal Courses	22.00	1,012.00
			Subtotal	$ 27,518.00
			10% Engr. & Cont.	2,751.80
			Total	$ 30,269.80

Length 1.076 miles
Cost per mile $ 28,131.78

FAS Funds- -	$ 15,000.00
State Funds- -	15,269.80
	$ 30,269.80

PR 46

Roadway (Vandehey and Van Dyke Sections)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 20, 1941 State Oregon

Completion Date (Est.) Sept. 30, 1941 Project No. FAS 245-C (1)

Estimated Total Cost Roadway $ 30,269.80 Length: Miles 1.076

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	12	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	10	7	Reinforcing steel	Lb.	260
3	Bituminous mat.	Gal.	14,000	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

5

VANDEMEY AND VAN DYKE SECTIONS

PROJECT NO. FAS 245-B (1)

While negotiations for right of way are in progress, ten parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way will be made fully available within twenty-five days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

March 8, 1941

CONTRACT#2449

SN-FAP 175-D-1 Taylor Creek Sec., 1941
Ochoco Hwy.
#2449

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

175-D-1

April 28, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
APR 29 1943
OREGON
STATE HIGHWAY COMMISSION

Jco

Wa 4/pw 11272

Section D (1),
Oregon Federal Aid Project No. SN-FAP 175.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 30, 1941 by the Oregon State Highway Commission, and on July 19, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 175, Section D (1); and

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested an increase in the Federal share payable on account of said project as authorized in Section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.), and has requested that the Federal funds approved and set aside to the credit of the project be increased from $35,530.00 to $45,747.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimate and the sum of forty-five thousand, seven hundred forty-seven and 00/100 dollars ($45,747.00), as the share of the United States payable under said act on account of Section D (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D (1) of said project shall not in any event exceed the sum of forty-five thousand, seven hundred forty-seven and 00/100 dollars ($45,747.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-eight thousand, two hundred thirty-four and 00/100 dollars ($58,234.00), the approved total estimated cost of Section D (1) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on November 13, 1942, and the Administrator on APR 1 1943.

OREGON STATE HIGHWAY COMMISSION

By Henry L. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By Herman Oliver
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By H.J. O'Leary
Acting Commissioner of Public Roads.

Section D (1),
Oregon Federal Aid Project No. SN-FAP 175.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SN-FAP 175-D(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $58,234.00 in lieu of the $35,530.00 approved by Certificate of July 19, 1941 as the total estimated cost of said project, and the sum of $45,747.00 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and APR 1 1943

FEDERAL WORKS ADMINISTRATOR,

By H J O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10189

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

October 14, 1942

175-D-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 175-D (1)
Taylor Creek Section
Ochoco Highway

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

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1942
STATE HIGHWAY COMMISSION

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175-D-1

September 15, 1942

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of September 11, 1942, we are enclosing herewith four copies of excerpt from the minutes of the meeting of the State Highway Commission on March 20, 1942, granting a time extension for the work under Contract No. 2449 on the Taylor Creek Section, Project No. SN-FAP 175-D (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/EE

Encl.

EXCERPT FROM MINUTES OF MEETING ON MARCH 20, 1942

OF THE OREGON STATE HIGHWAY COMMISSION

M. L. O'Neil & Son, contract No. 2449, for grading the Tayler Creek Section of the Ochoco Highway, in Wheeler County, requested an extension of time, from October 31, 1941, to January 2, 1942, within which to complete this job. They attributed their failure to complete the project within the specified time limit to difficulties in securing satisfactory labor and the fact that there was more solid rock to be excavated than was anticipated. The Engineer advised that the contractor's failure to complete this project within the specified time limit did not inconvenience the general traveling public in any way, neither did it increase the state's expense for engineering supervision. He further stated that the contractor experienced considerable difficulty in securing men and materials for the job. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 11, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you please furnish four copies of the customary excerpt from the Highway Commission's minutes regarding the extension of contract time granted to M. L. O'Neil & Son in connection with your contract No. 2449, to accompany the final voucher for Oregon SN-FAP 175-D (1), Taylor Creek Section of the Ochoco Highway.

Very truly yours,

W. H. LYNCH
District Engineer

By: LJCanfield
L. J. Canfield
Senior Highway Engineer

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STATE HIGHWAY [illegible]

Office Engineer

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175-E-1

September 5, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Taylor Creek Section, Project No. SN-FAP 175-D (1), in which estimate the Federal funds requested have been increased to $45,747.00

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. 28-FAP 175-B (1)

TAYLOR CREEK SECTION OF THE OCHOCO HIGHWAY

IN WHEELER COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, September 3, 1942

Work Performed Prior to May 27, 1942

Construction Engineering - $ 921.00

Work Performed Subsequent to May 27, 1942

All Required		Clearing and Grubbing		$ 1,000.00
600	cu. yds.	Structural Excavation, Unclassified	$ 1.00	600.00
260	cu. yds.	Trench Excavation, Unclassified	1.00	260.00
122,000	cu. yds.	General Excavation, Unclassified	.23	28,060.00
487,000	yd. stas.	Short Overhaul	.005	2,435.00
13,000	Cuyd.sta.	Long Overhaul	.20	2,600.00
800	lin. ft.	Rounding Cutbanks	.08	64.00
0.80	mile	Finishing Roadbed and Slopes	400.00	320.00
60	lin. ft.	18" Corr. Metal Pipe	2.25	135.00
160	lin. ft.	24" Corr. Metal Pipe	3.50	560.00
180	lin. ft.	36" Corr. Metal Pipe	6.70	1,206.00
430	cu. yds.	Class "A" Concrete	28.00	12,040.00
61,000	lbs.	Metal Reinforcement	.06	3,660.00
			Subtotal	$52,940.00
			Engr. & Cont.	4,373.00
				$57,313.00

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Prior to May 27, 1942	$ 921.00	$ 568.00	$ 353.00
Work Subsequent to May 27, 1942	57,313.00	45,179.00	12,134.00
	$58,234.00	$45,747.00	$12,487.00

State Funds for Constr. Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint. Chap. 529, Laws 1939.

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175-D-1

May 6, 1942

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on March 20, 1942, granted you the extension of time requested, from October 31, 1941, to January 2, 1942, without penalty, in connection with contract No. 2449 for grading the Taylor Creek Section of the Ochoco Highway, in Wheeler County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - W. E. Chandler

R. H. Baldock

175-D-1

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FINAL COST ANALYSIS

Taylor Creek Section M. L. O'Neil & Son, Contractors
Contract No. 2449 A. A. Fossen, Resident Engineer

Ochoco Highway
Prefix 35-1106

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$482.22	100%	All	$482.22	$1000.00	$1,000.00
Struc. Excav., Unclass.	260.84	380.4	Cu. Yd.	0.69	1.00	380.40
Trench " "	248.06	30,980	" "	0.80	1.00	309.80
General " "	33,474.70	129,455.2	" "	0.26	0.23	29,774.70
Short Overhaul	2,733.10	486,202.2	Yd. Sta.	0.006	0.005	2,431.01
Long "	2,619.20	11,648.5	C-Yd. Sta.	0.22	0.20	2,329.70
Rounding Cutbanks	66.49	1,358	Lin. Ft.	0.05	0.08	108.64
Finishing Roadbed & Slopes	686.89	0.8	Mile	858.61	400.00	320.00
18" Corr. Metal Pipe	216.25	96	Lin. Ft.	2.25	2.25	216.00
24" " " "	542.18	152	" "	3.57	3.50	532.00
36" " " "	1,240.23	178	" "	6.97	6.70	1,192.60
Class "A" Concrete	9,858.41	414.33	Cu. Yd.	24.00	28.00	11,601.24
Metal Reinforcement	3,655.17	60.154	Lb.	0.06	0.06	3,690.24
PA #1, Cement Adjustment, Favor of State						- 205.01
	$56,083.74					$53,600.32

Total Cost	$56,083.74
Gross Revenue	53,600.32
Net Loss	$2,483.42

Net Loss Equals 4.6% of Gross Revenue

F.H. 8019CSE

Taylor Creek Section

Detail of Cost

Labor:

Supervision	$2,444.44	
Labor	9,882.47	
State Industrial Accident Insurance	369.81	
Unemployment & Social Security Insurance	493.08	
		$13,189.80

Materials:

18" Corr. Iron Pipe	96 feet	at $1.65	$158.40	
18" " " " Bands	4 each	" 2.39	9.56	
24" " " "	152 feet	" 2.63	399.76	
24" " " " "	4 each	" 2.97	11.88	
36" " " "	178 feet	" 5.05	898.14	
36" " " " "	5 each	" 4.88	24.40	
				1,502.14

Equipment Rental, Supplies & Misc.:

Equipment Rental	$16,631.50	
Gas, Oil & Grease	3,879.40	
Explosives	4,500.55	
Freight	73.02	
P.U.C.	40.22	
Bits & Steel	530.72	
P.L. & P.D. Insurance	249.44	
Small Tools & Misc. Supplies	537.40	
Bond	529.40	
Home Office & General Overhead 2%	1,072.00	
		28,043.65

Work Done by Birkemeier & Saremal:

Class "A" Concrete	414.33 cu. yd.	at $24.00	$9,943.92	
Metal Reinforcement	60,154 lb.	" 0.06	3,609.24	
Less Cement Adjustment 61.75 bbls. at $3.32			- 205.01	
				13,348.15
				$56,083.74

Final Cost Analysis

Taylor Creek Section
Contract No. 2449

Ochoco Highway
Prefix 35-1106

Birkemeier & Saremal, Sub-Contractors
A. A. Fossen, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Class "A" Concrete	$6,942.18	414.33	Cu. Yd.	$16.76	$24.00	$9,943.92
Metal Reinforcement	2,897.93	60,154	Lbs.	0.482	0.06	3,609.24
PA #1, Cement Adjustment, Favor of State						- 205.01
	$9,840.11					$13,348.15

Gross Revenue	$13,348.15
Total Cost	9,840.11
Net Profit	$3,508.04

Net Profit Equals 26.3% of Gross Revenue

Birkemeier & Saremal, Subs

Detail of Cost

Labor:		
Supervision	$364.14	
Labor	1,637.14	
State Industrial Accident Ins.	72.05	
Social Security & Unemployment Ins.	80.05	
		$2,153.39
Materials:		
Sand & Gravel	$1,764.00	
Cement	2,190.70	
Steel	2,455.53	
		6,410.23
Equipment Rental & Misc. Supplies:		
Equipment Rental	$225.00	
Rented Equipment (Inc. Gas, Oil & Grease)	25.63	
Gas, Oil & Grease	20.30	
Lumber	647.02	
Nails & Misc. Hardware	38.55	
Home Office & Overhead	320.00	
		1,276.50
Total		$9,840.11

Remarks:

This was a "Regular Federal Aid Project". The contractor bid and received the job April 3rd, began work July 20th, and finished November 15th, 1941. The job consisted of the construction of .8 of a mile of highway roadbed, the construction of two reinforced concrete box culverts and other additional and incidental work.

The contractor bid the job with the expectation of being able to rip all of the material, but after the cuts were opened up the character of the material changed, and considerable solid was encountered. This material consisted of fairly soft rock intermixed with extremely hard spots and made drilling and shooting very difficult. Fifteen tons of powder were used to shoot approximately 40,000 cu. yd. of solid. A small 105 cu. ft. compressor was first brought in but was unable to keep up with the excavation, and the contractor was forced to use a 220 cu. ft. compressor to keep ahead. After shooting, the material moved without too much trouble with tournapulls and RD-8 tractors and carryalls moving the entire amount. Grading was carried on very efficiently throughout the length of the job where no solid was encountered, with the cats and carryalls moving the majority of the material. A #12 blade was used for roadbed finishing with costs being high due to the character of the material finished and because of the amount of labor needed to finish the rough slopes.

Equipment used by the contractor consisted of four RD-8 tractors and 13 cu. yd. carryalls, one ripper, two dozers, two tournapulls, one #12 cat, blade, one 105 cu. ft. compressor, one 210 cu. ft. compressor, one grease truck, one pick-up and incidental small equipment.

The two box culverts were sub-contracted to Birkemeier & Saremal. They moved in with a small, efficient organization and performed their part of the work with a minimum of time and overhead, showing an extremely good profit. Equipment used consisted of one 3-sack concrete mixer and one flatbed truck.

This job was handled efficiently and considering the class of material production was good. The bid price on excavation was too low to cover the cost of the solid excavation which the contractor did not anticipate.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINIS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

February 2, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 175-D (1), Taylor Creek Section of the Ochoco Highway, was made by a representative of this office on January 15, 1942. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Form E-1—5M—8-41

175-E-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 24, 19 42

Section Taylor Creek

Kind of work Grading

Highway Ochoco

Section prefix 35-1106

Contractor M. L. O'Neil & Son

Contract number 2449

Date of contract April 4, 19 41

Date of completion Oct. 31, 19 41

Date work started July 23, 19 41

Estimated date of completion , 19

Amount of contract $ 52940.00

Per cent of time elapsed 134 %

Estimated cost of completed project, exclusive of engineering $ ~~54760.00~~ 53699.39

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3566.00, 674 %

Date project was completed Jan. 2, 19 42

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi final estimate completed and submitted to the Bend Division office Jan. 24, 1942.

NOTED
H. N. HACKETT

NOTED
RAY WEBBER

JAN 26 1942

NOTED
E. M. BOOTH

NOTED
E. G. SMITH

Signed A. A. Gossen

Address Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	Box Culvert ~~SURFACING~~ Constr.	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.8	0.8			
Miles partially completed					
Miles completed	0.8	0.8			
Total estimated quantities	122860	430 cy concrete 61000 lbs. metal reinforcement			
Estimated quantities moved or placed to date	129334	414.33 cy concrete 60264 lbs. metal reinforcement			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon SN-FAP 175-D(1)
Taylor Creek Section
Ochoco Highway

POST OFFICE BUILDING
PORTLAND, OREGON

175-D-1

August 1, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jos

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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon SN-FAP 175-D(1)
Taylor Creek Section
Ochoco Highway

175-D-1

August 1, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jos

WA4R 11272

Form P. R. 2

State Oregon

Federal Aid Project No. NH-FAP 173-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of June, 1941

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of November, 1931, a project statement, which was approved on the 19th day of February, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 19th day of March 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-five thousand, five hundred thirty and no/100 dollars ($35,530.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State: Chap. 175, Laws 1917; Chap. 11, Laws 1929; (Include date and citation of act of legislature by which authorized) Chap. 389, Laws 1939.

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 172+60 in the SW 1/4 and survey station 215+90 in the NE 1/4 of Section 3, T. 12 S., R. 20 E., W. M.

, length 0.805 of a mile~~s~~ in Wheeler County, being Section B(1) of Oregon Federal Aid project No. ER-FAP 175, consisting of 0.805 of a mile~~s~~ of roadway and no bridges~~, each~~ of more than 20 feet clear span~~,~~

~~[illegible]~~

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JUL 26 1941
REGIONAL HEADQUARTERS

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(1) of said project shall not in any event exceed the sum of thirty-five thousand, five hundred thirty and no/100 dollars ($35,530.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-eight thousand, two hundred thirty-four and no/100 dollars ($58,234.00), the approved total estimated cost of Section D(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 229, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED
JUL 26 1941
REGIONAL HEADQUARTERS

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of JUL 19 1941, 19

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
____
(Title of officer)

By ____________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

Form PR. 2—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Agency as Federal Aid Project No. **[illegible]-FAP 175-E(1)** State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of **$58,834.00** as the total estimated cost of said project, and the sum of **$35,530.00** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of .... one thousand nine hundred and JUL 19 1941

Federal Works Administrator,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

JUL 28 1941

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1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

175-D-1

(Stencil 3/28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

18 1941
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. SN-FAP 175-D (1)
Taylor Creek Section
Ochoco Highway

June 17, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
MAY 15 1941
FOR FILING

175-D-1

May 7, 1941

Mr. W. R. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Taylor Creek Section, Project No. NH-FAP 175-D (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. SN-FAP 175-D (1)

TAYLOR CREEK SECTION OF THE
OCHOCO HIGHWAY IN WHEELER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 28, 1941

All Required		Clearing and Grubbing		$ 1,000.00
600	cu. yds.	Structural Excavation, Unclassified	$ 1.00	600.00
260	cu. yds.	Trench Excavation, Unclassified	1.00	260.00
122,000	cu. yds.	General Excavation, Unclassified	.23	28,060.00
487,000	yd. sta.	Short Overhaul	.005	2,435.00
13,000	C-yd.sta.	Long Overhaul	.20	2,600.00
800	lin. ft.	Rounding Cutbanks	.08	64.00
0.80	mile	Finishing Roadbed and Slopes	400.00	320.00
60	lin. ft.	18" Corr. Metal Pipe	2.25	135.00
160	lin. ft.	24" Corr. Metal Pipe	3.50	560.00
180	lin. ft.	36" Corr. Metal Pipe	6.70	1,206.00
430	cu. yds.	Class "A" Concrete	28.00	12,040.00
61,000	lbs.	Metal Reinforcement	.06	3,660.00
			Subtotal	$ 52,940.00
			10% Engr. & Cont.	5,294.00
			Total	$ 58,234.00

Length	0.803 mile
Cost per mile	$ 72,520.54

Federal Aid Funds- -	$ 35,530.00
State Funds- -	22,704.00
	$ 58,234.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1929;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

a

RECEIVED
APR 29 1941
FOR FILING

175-D-1

April 28, 1941

M. L. O'Neil & Son
Stanfield, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2449, which was awarded to you on April 4, 1941, by the State Highway Commission, covering 0.80 mile grading on the Taylor Creek Section of the Ochoco Highway, in Wheeler County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

RECEIVED
APR 9 1941
FOR FILING

175-D-1

April 8, 1941

H. L. O'Neil & Son
Stanfield, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2449, which was awarded to you by the State Highway Commission on April 4, 1941, covering grading on the Taylor Creek Section of the Ochoco Highway, in Wheeler County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
APR 7 1941
FOR FILING

175-S-1

April 5, 1941

H. L. O'Neil & Son
Stanfield, Oregon

Gentlemen:

The State Highway Commission on April 4, 1941, awarded you the contract for work on the Taylor Creek Section of the Ochoco Highway, in Wheeler County. This award was based on your low bid of $52,940.00, submitted on April 3.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - S. H. Probert
C. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 4, 1941

[illegible]
APR 7 - 1941
OREGON
STATE [illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. SN-FAP 175-D (1), Taylor Creek Section of the Ochoco Highway in Wheeler County, to M. L. O'Neil & Son, Stanfield, Oregon, who submitted the low bid.

Very truly yours.

W. H. LYNCH
District Engineer

By: F.E.Andrews
F. E. Andrews
Sr. Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 19, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. SN-FAP 175-D (1), the Taylor Creek Section of the Ochoco Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

A revised project statement sketch map showing the relocated line together with the revised mileage should be submitted at your early convenience.

Concurrence in award will be withheld pending receipt of advice that all rights of way have been received and also that the program revision has been approved by the Commissioner.

Very truly yours,

W. H. LYNCH
District Engineer

By:
F. E. Andrews
Sr. Highway Andrews

March 14, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of Form PR 46, showing material requirements for the Taylor Creek Section, Project No. SN-FAP 175-D (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. SN-FAP 175-D (1)

TAYLOR CREEK SECTION OF THE

OCHOCO HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 14, 1941

All Required		Clearing and Grubbing		$ 250.00
600	cu. yds.	Structural Excavation, Unclassified	$ 1.50	900.00
260	cu. yds.	Trench Excavation, Unclassified	1.00	260.00
122,000	cu. yds.	General Excavation, Unclassified	.30	36,600.00
487,000	yd. sta.	Short Overhaul	.008	3,896.00
13,000	C-yd.sta.	Long Overhaul	.30	3,900.00
800	lin. ft.	Rounding Cutbanks	.10	80.00
0.80	mile	Finishing Roadbed and Slopes	500.00	400.00
60	lin. ft.	18" Corr. Metal Pipe	2.50	150.00
160	lin. ft.	24" Corr. Metal Pipe	3.50	560.00
180	lin. ft.	36" Corr. Metal Pipe	6.00	1,080.00
430	cu. yds.	Class "A" Concrete	25.00	10,750.00
61,000	lbs.	Metal Reinforcement	.06	3,660.00
			Subtotal	$ 62,486.00
			10% Engr. & Cont.	6,248.60
			Total	$ 68,734.60

Length 0.80± mile
Cost per mile $ 85,997.26

Federal Aid Funds- -	$ 41,930.00
State Funds- -	26,804.60
	$ 68,734.60

TAYLOR CREEK SECTION

PROJECT NO. SN-FAP 175-D (1)

While negotiations for right of way are in progress, eight parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within seventeen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

March 14, 1941

46

Roadway (Tayler Creek Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) March 1, 1941 State Oregon

Completion Date (Est.) Oct. 31, 1941 Project No. SM-FAP 175-D (1)

Estimated Total Cost Roadway $ 68,734.60 Length: Miles .803

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	650	6	Metal culvert pipe	Lb.	15,000
2	Aggregates	Cy.	600	7	Reinforcing steel	Lb.	61,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	47	10	Explosives	Lb.	30,000
5	Timber piling	Lft.					

CONTRACT# [redacted] 2450

FAGH 304-A-1 Clackamas Grade Separation 1941
#2450 Cascade Secon. Hwy.

RECEIVED
JUL 7 1944
FOR FILING

FAGH 304-A-1

July 6, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

In accord with the request contained in your letter of June 27, 1944, we are enclosing herewith four copies of excerpt from the minutes of the meeting on November 17, 1941 of the State Highway Commission, covering an extension of time to complete the work under Contract No. 2450, Project No. FAGH 304-A (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

R

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

June 27, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher submission assembly for Oregon Federal Aid Grade Crossing Project FAGH 304-A(1), the Clackamas Overcrossing.

Copies of minutes of the Commission with regard to the extension of time on the roadway contract #2457 were included, but none for the bridge contract #2450. Will you please send copies of these at your early convenience.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
JUN 2 8 1944
OREGON
STATE HIGHWAY COMMISSION

R

EXCERPT FROM MINUTES OF MEETING ON NOVEMBER 17, 1941

OF THE OREGON STATE HIGHWAY COMMISSION

Frank Watt Construction Company, contract No. 2450, for construction of a grade separation structure at the Southern Pacific Railroad crossing of the Cascade Secondary Highway near Clackamas, in Clackamas County, requested an extension of time from August 31 to October 13, 1941, within which to complete this job. They attributed their failure to complete the project within the specified time limit to difficulties encountered in securing materials, delays caused by the Southern Pacific Company, and adverse weather conditions which interfered with the painting work; also extra work required by the Engineer. The Engineer advised that the work covered by the original contract was completed on September 19, and that the time between September 19 and October 13 was consumed by the contractor in constructing a retaining wall, which was not a part of the original contract. During the progress of the job, he said, the contractor experienced considerable difficulty in obtaining a sufficient number of competent steel workers, due to the national defense work that was under way at the time, and on this account he estimated that the contractor was delayed one week. It was also his thought that the contractor is entitled to three days extra time due to certain work under two price agreements, which work was not included in the original contract. He recommended for the above reasons that an extension of time from August 31 to September 10 be granted without penalty, and that a further extension of time from September 10 to September 19 be granted subject to the condition that the contractor be required to reimburse the state for extra engineering expense incurred during that period. He further recommended that an additional extension of time be granted from September 19 to October 13, without penalty, in view of the fact that the contractor was engaged in constructing a retaining wall during that period which work was not included in the original contract. A letter was presented from the Public Roads Administration concurring in such recommendation. The Commission approved the recommendation.

R

RECEIVED
DEC 22 1941
FOR FILING

FAGH 304-A-1

#2457

[illegible]

December 19, 1941

Mr. J. W. Corbett
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

Further reference is made to your communication of December 4 in which you call our attention to drainage conditions adjacent to your right of way on 82nd Street where we have recently constructed an overcrossing.

This matter was referred to Mr. E. G. Smith, Construction Engineer, and I am pleased to advise you that he reports that as soon as additional right of way has been acquired the drainage situation will be corrected.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

JMCA

FORM E-30 30M 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17th, 1941

Subject: Drainage at Clackamas Overcrossing

To: Mr. C. B. McCullough
Asst. Chief Engineer
Office

Dear Sir:

In regard to Record of Assignment #1540, additional drainage required at the Clackamas Overcrossing on the Cascade Highway, I wish to advise that this matter is being given attention, and the drainage will be corrected as soon as additional right of way can be secured.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

R

RECORD OF ASSIGNMENT

154

DESCRIPTION: J. W. Corbett, Southern Pacific Supt. calls attention to the drainage conditions at the new overhead crossing on 82nd Street and suggests that a ditch be cut across the old highway.

DATE: 12/10/41 ASSIGNED TO: H. O. Smith

FOR
(Investigation and report to this office. [✓]
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(________________________

REPORT RECEIVED:

REMARKS:

Dear Sir:

Receipt is acknowledged of your letter of December 4 in which you call our attention to the drainage conditions at the new overhead crossing on 82nd Street and suggesting that a ditch be cut across the old abandoned highway at a proper distance from the toe of the new fill.

We are referring the matter to Mr. H. O. Smith, Construction Engineer, for investigation.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

JM:OA

cc. H. O. Smith

CEIVED
DEC 11 1941
FOR FILING

FAGH-3Ry-A-1

#2457

R

December 10, 1941

Mr. J. W. Corbett
Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of December 4 in which you call our attention to the drainage conditions at the new overhead crossing on 82nd Street and suggesting that a ditch be cut across the old abandoned highway at a proper distance from the toe of the new fill.

We are referring the matter to Mr. H. G. Smith, Construction Engineer, for investigation.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

JM:OA

cc. H. G. Smith

R

S-2660

Southern Pacific Company

UNION STATION, PORTLAND, OREGON

J. W. CORBETT,
SUPERINTENDENT

IN REPLY PLEASE REFER TO
323-3

Dec. 4, 1941

Mr. R. H. Baldock,
Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

During the recent heavy rains a drainage situation has developed as a result of the new highway construction at 82nd Street which should be corrected. It is noted that the water is impounded in a "V" form by the railroad track, the old highway and the new fill. This water formerly flowed in the general northwesterly direction to the creek which is now carried under your embankment by large concrete box. It now appears that the best way to relieve this impounded water is for your force to cut a ditch across the old abandoned pavement of the old highway at a proper distance from the toe of your new fill. We are positive by checking up the relative elevations that you will find that this is the best arrangement.

It does not appear proper that this water should be drained easterly along our right-of-way to the creek at the existing crossing, as this would tend to place more water in the area in question than now collects there.

We will be pleased to have you investigate this and advise what action will be taken.

Yours truly,

JWCorbett

RECEIVED
DEC 17 1941
FOR FILING

FAGH 304-A-1

R

December 16, 1941

Frank Watt Construction Co.,
2020 N. E. 58th Street
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 17, 1941, granted you the extension of time requested from August 31 to October 13, 1941, without penalty, except for the period from September 10 to September 19, which is subject to the condition that you reimburse the state for extra engineering expense incurred during that period. This is in connection with contract No. 2450, for construction of a grade separation structure at the Southern Pacific Railroad crossing of the Cascade Secondary Highway near Clackamas, in Clackamas County.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary

HR

cc: W. C. Williams

FORM E 187X 1M 10-40

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER

OREGON
STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

R

RECEIVED
OCT 21 1941
FOR FILING

FAGH 304-A-1

RECEIVED
OCT 15 1941
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.
F.A.G.H. 304-A(1)

Mr. E. H. Lynch
District Engineer, P. R. A.
P. O. Box 3900
Portland, Oregon

Dear Sir:

Work was completed October 13 on F.A.G.H. 304-A(1), Clackamas Overcrossing, Contract Number 2450.

Two men laid off.

Yours very truly,

L. C. Smitton
Resident Bridge Engineer

By:

Wilbur M. Darby
Office Engineer

WMD:LH
cc: R. H. Baldock ✓
S. H. Probert
C. S. Paxson
E. A. Collier

NOTED
State Highway Engineer

RECEIVED
DEC - 2 1941
FOR FILING

R

FORM E-90

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

FAGH 304-A-1

Salem, Oregon
October 15, 1941

Subject:

To:
Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, the Frank Watt Construction Company completed work on Contract No. 2450, Clackamas Overcrossing on the Cascade Secondary Highway in Clackamas County, on October 13, 1941. Will you please secure authority from the Commission to pay the final estimate on this job.

The specified completion date for the work was August 31, 1941. We are arranging with the contractor for him to present his request for time extension. This will be forwarded to you for the action of the Commission as soon as it is received from the contractor.

Very truly yours,

G. S. Paxson
Bridge Engineer

CAG CM
cc C. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE November 17, 1941
Secretary

RECEIVED
APR 29 1941
FOR FILING

304-A-1

April 28, 1941

Frank Watt Construction Co.
2020 N. E. 58th Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2450 which was awarded to you on April 4, 1941, by the State Highway Commission, covering the Clackamas Overcrossing Project on the Cascade Secondary Highway, in Clackamas County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

FAGH 304-A-1

RECEIVED
APR 28 1941
FOR FILING

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 23, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplemental P.S.& E. documents for the roadway contract for Oregon Federal Aid Grade Crossing Project No. FAGH 304-A (1), the Clackamas Overcrossing Section on the Cascade Secondary Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
APR 9 1941
FOR FILING

304-A-1

RECEIVED

April 8, 1941

Frank Watt Construction Company
2020 N. E. 58th Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2450 which was awarded to you by the State Highway Commission on April 4, 1941, covering the construction of a viaduct over Southern Pacific Company tracks on the Cascade Secondary Highway, near Clackamas, in Clackamas County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Yourspecial attention is called to the provision under Section 7, page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MBL

NOTED
D. G. DeSart

RECEIVED
APR 7 1941
FOR FILING

304-A-1

April 5, 1941

Frank Watt Construction Co.
2020 N. E. 58th Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on April 4, 1941, awarded you the contract for work on the Clackamas Grade Separation on the Cascade Secondary Highway, in Clackamas County. This award was based on your low bid of $25,954.00, submitted on that date.

Contract forms will be sent you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

cc - S. H. Probert
G. S. Paxson

FAGH 304-a-1

RECEIVED
APR 5 - 1941
STATE HIGHWAY COMMISSION

K

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

42450

RECEIVED
SEP 18 1941
FOR FILING

April 4, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. FAGH 304-A (1), Clackamas Grade Separation on Cascade Secondary Highway, to Frank Watt Construction Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
APR 2 1941
FOR FILING

304-A-1

DISTRICT ONE
SALEM
March 31, 1941

Agreement with S.P.Company re Clackamas overcrossing project

Mr. C. S. Paxson

I am handing you herewith duplicate and triplicate copies of an agreement with the Southern Pacific Company covering the Clackamas overcrossing project, in Clackamas County. You will note that these have been signed by the railroad company. When you have secured the information that you want from them will you please return at least the duplicate copy to me for the Commission's records and files.

HBG:AM

Secretary

REFERRED TO
Miss [illegible]
BY SECRETARY

watch for return

FAGH 304-A-1

R

MAR 22 1941

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 20, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Grade Crossing Project No. F.A.G.H. 304-A (1), the Clackamas Overcrossing on the Cascade Secondary Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until all of the right of way is secured.

Very truly yours,

W. H. LYNCH
District Engineer

By: F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 304-A (1)

CLACKAMAS OVERCROSSING ON THE CASCADE SECONDARY HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 19, 1941

Overcrossing (Sta. 459+57 to Sta. 461+67)

All Required		Shoring, Cribbing, Etc. (50%)		$ 400.00
340	cu. yds.	Excavation	$ 2.00	680.00
10	cu. yds.	Excavation below Elevations Shown	5.00	50.00
570	cu. yds.	Class "A" Concrete	23.00	13,110.00
100,000	lbs.	Metal Reinforcement	.0625	6,250.00
440	lin. ft.	Metal Handrail	5.00	2,200.00
				$ 22,690.00
All Required		Work to Be Performed by S.P. Co's Forces		2,280.00
		Subtotal		$ 24,970.00
		R.R. Ret. and Unemploy. Ins.		79.00
		10% Engr. & Cont.		2,497.00
		Total		$ 27,546.00
		Length	.040 mile	

Concrete Culvert (Sta. 462+95.5 to Sta. 463+08.5)

All Required		Shoring, Cribbing, Etc.		$ 400.00
420	cu. yds.	Excavation	$ 2.00	840.00
10	cu. yds.	Excavation Below Elevations Shown	5.00	50.00
156	cu. yds.	Class "A" Concrete	23.00	3,588.00
30,000	lbs.	Metal Reinforcement	.0625	1,875.00
		Subtotal		$ 6,753.00
		10% Engr. & Cont.		675.30
		Total		$ 7,428.30

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17th, 1941

Length .002 mile
Cost per mile $ 3,714,150.00

Subject. [illegible] Grade Separation

[illegible] Funds Requested:

Overcrossing Structure	$ 27,546.00
Culvert	7,428.30
	$ 34,974.30

[illegible]

a

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MAR [illegible] 1941
FOR FILING

Const
Projects
Grade Crossings

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17th, 1941

Subject: Clackamas Grade Separation

To:

FAGH 304-A-1

Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

On account of the high fills and temporary construction at the south end, it is proposed to use asphaltic concrete pavement on the Clackamas Grade Separation structure on 82nd Street.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

NOTED
State Highway Engineer

FOR FILING

Const
Projects
Grade Crossings

Salem, Oregon
March 14,1941

Mr. H. G. Smith;

Please advise what type of paving it is proposed to use in connection with the grade separation structure on 82nd Street, in Clackamas County.

R. H. Baldock

JM:mbl

R

March 13, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR 46, showing material requirements for the Clackamas Overcrossing, Project No. FA 304-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 304-A (1)

CLACKAMAS OVERCROSSING ON THE

CASCADE SECONDARY HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 13, 1941

Overcrossing (Sta. 459+57 to Sta. 461+67)

All Required		Shoring, Cribbing, Etc. (50%)		$ 400.00
340	cu. yds.	Excavation	$ 2.00	680.00
10	cu. yds.	Excavation Below Elevations Shown	5.00	50.00
600	cu. yds.	Class "A" Concrete	23.00	13,800.00
152,000	lbs.	Metal Reinforcement	0.0625	950.00
440	lin. ft.	Metal Handrail	5.00	2,200.00
				$ 18,080.00
All Required		Work to be Performed by S. P. Co's Forces		2,280.00
		Subtotal		$ 20,360.00
		R.R. Ret. and Unemploy. Ins.		79.00
		10% Engr. & Cont.		2,036.00
		Total		$ 22,475.00
		Length	.040 mile	

Concrete Culvert (Sta. 462+95.5 to Sta. 463+08.5)

All Required		Shoring, Cribbing, Etc.		$ 400.00
420	cu. yds.	Excavation	$ 2.00	840.00
10	cu. yds.	Excavation Below Elevations Shown	5.00	50.00
156	cu. yds.	Class "A" Concrete	23.00	3,588.00
30,000	lbs.	Metal Reinforcement	0.0625	1,875.00
		Subtotal		$ 6,753.00
		10% Engr. & Cont.		675.30
		Total		$ 7,428.30

CLACKAMAS OVERCROSSING

Length PROJECT NO. [illegible] (1) .002 mile
Cost per mile $ 3,714,150.00

Estimated Cost of Work to be Performed by the Southern Pacific Company.
FAGM Funds Requested:

Overpassing Structure
Culvert

$ 22,475.00

Unit	Quantity		Labor	Material	Total
"A" Install 120 track feet guard rail per CE 1/65					$ 79,903.30
LF	240	SP 90# rail, 3.21 GT	$	$ 73	
Ea	2	90# welded end points		16	
Ea	20	Rail braces		8	
Prs	10	SP 90# comp. jts.		11	
Ea	40	Rail anchors		8	
Lbs	61	Bolts and nuts		3	
Ea	70	SP tie plates		16	
		Labor & place	50		
		Public Liability & Comp. Ins.		3	
		RR Pension and Unemploy. Ins.		2	
			50	116	
		Sub-total			166
"B" Telephone and Telegraph Lines					
LF	500	Conduit and 25 pr cable	341	264	
	Lot	Dig holes, place guys, double arm, head and poles,	99	38	
	Lot	Dead end open wires, splice in cables, etc.	68	53	
		Remove present open line,	66		
		Remove temporary work, restore open lines and clean up,	313	112	
		Public Liability and Comp. Ins.		92	
		RR Pension and Unemploy. Ins.		54	
			907	606	
		Sub-total,			1,513
"C" Signal Lines					
LF	250	2" galv. conduit		99	
LF	2000	#14 RC wire		71	
Ea	2	Lightning arresters		8	
Ea	10	Terminals		2	
Ea	20	Strain insulators		2	
Ea	2	Anchors		8	
LF	100	3/8" messenger		4	
Ea	2	Line poles		12	
Ea	4	Cross arms		4	

CLACKAMAS OVERCROSSING

PROJECT NO. PAGE 304-A (1)

Estimated Cost of Work to be Performed by the Southern Pacific Company.

Unit	Quantity	Character of work	Labor	Material	Total
"A" Install 120 track feet guard rail per CS 1645					
LF	240	SH 90# rail, 3.21 GT	$	$ 77	
Ea	2	90# welded end points		16	
Ea	20	Rail braces		8	
Prs	10	SH 90# cont. jts.		11	
Ea	40	Nut locks		4	
Lbs	61	Bolts and nuts		3	
Ea	70	SH tie plates		12	
		Labor to place	30		
		Public Liability & Comp. Ins.		3	
		RR Pension and Unemploy. Ins.		2	
			30	136	
		Sub-total			166
"F" Telephone and Telegraph Lines					
LF	500	Conduit and 25 pr cable	341	264	
	Lot	Dig holes, place guys, double arm, dead end poles, etc.	99	32	
	Lot	Dead end open wires, splice in cables, etc.	88	53	
		Remove present open line,	66		
		Remove temporary work, restore open lines and clean up.	313	112	
		Public Liability and Comp. Ins.		91	
		RR Pension and Unemploy. Ins.		54	
			907	606	
		Sub-total,			1,513
"C" Signal Lines					
LF	250	2" gal. conduit		99	
LF	2000	#14 RC wire		71	
Ea	2	Lightning arresters		8	
Ea	10	Terminals		2	
Ea	20	Strain insulators		2	
Ea	2	Anchors		8	
LF	100	3/8" messenger		4	
Ea	2	Line poles		12	
Ea	4	Cross arms		4	

Unit Quantity	Character of work	Labor	Material	Total
"C" Signal Lines (Continued)				
Lot	Misc. small items	$	$ 12	
	Shift present line	40		
	Labor installing (perm. line)	220		
	Move outfits	45		
	Public Liability & Comp.Ins.		31	
	RR Pension and Unemploy. Ins.		18	
		305	271	
	Sub-total,			576
"D" Engineering and Inspection				
	Engineering	400		
	Public Liability & Comp. Ins.		40	
	RR Pension and Unemploy. Ins.		24	
		400	64	
	Sub-total,			464
"E" Watchmen and Flagging				
	Flagging and watchmen	1,320		
	Public Liability & Comp. Ins.		132	
	RR Pension and Unemploy. Ins.		79	
		1,320	211	
	Sub-total,			1,531
"F" Remove present crossing, signs, etc.				
	Remove plank crossing,	50		
	Remove signs and bell	40		
	Public Liability and Comp. Ins.		9	
	RR Pension and Unemploy. Ins.		5	
		90	14	
	Sub-total			104
	Total			$4,354

Cost to State:

Labor and Materials	$2,280.00
R.R. Ret. and Unemploy. Ins.	79.00
Engineering	464.00

Cost to Contractor:

Watchmen and Flagging Expense	1,531.00

CLACKAMAS OVERCROSSING

PROJECT NO. FAGM 304-A (1)

While negotiations for right of way are in progress, two parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within eighteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

March 13, 1941

PR 46

Bridge (Clackamas Overcrossing)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for ~~Roadway~~ Bridge
(To Accompany P.S. & E.)

Starting Date (Est.) April 20, 1941 State Oregon

Completion Date (Est.) Aug. 31, 1941 Project No. FAGM 304-A (1)

Estimated Total Cost Bridge $ 22,475.00 Length: Miles .040

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	930	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	650	7	Reinforcing steel	Lb.	152,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	13,000
4	Lumber	M.	66	10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Roadway (Clackamas Overcrossing)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 20, 1941 State Oregon

Completion Date (Est.) July 31, 1941 Project No. FAGM 304-A (1)

Estimated Total Cost Roadway $ 7,428.30 Length: Miles .002

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	250	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	220	7	Reinforcing steel	Lb.	30,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	17	10	Explosives	Lb.	
5	Timber piling	Lft.					

RECEIVED
JUN 2 1941
FOR FILING

FHG# 304-A-1

#3452

February 21, 1941

Mr. E. L. King
Superintendent
Southern Pacific Company
Portland, Oregon

Reference: your file L-11

Dear Sir:

As requested in your letter of February 19, just received, I have acknowledged the signatures of the members of the State Highway Commission who signed the agreement between the Southern Pacific Company and the State of Oregon, covering the construction of the overhead crossing at Clackamas. I am sorry that this was overlooked before.

The five copies of the agreement are being returned to you today, under separate cover.

Very truly yours,

Secretary

HBG:AH

cc - G. S. Paxson

S-2660

Southern Pacific Company

PORTLAND, OREGON

E. L. KING
SUPERINTENDENT

IN REPLY PLEASE REFER TO

Feb. 19, 1941

L-11

RECEIVED
FEB 21 1941
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock, Chief Engr.
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Your letter Feb.17th. Return five copies of proposed agreement between Southern Pacific Company and State of Oregon, covering overhead crossing at Clackamas, with request that you please have the signatures of the officials executing the agreement on behalf of the State of Oregon acknowledged on the blank form attached to each counterpart of the instrument, returning all copies.

Yours truly,

E L King

ANSWERED
H. B. [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 17, 1941

Southern Pacific Company
Union Station
Portland, Oregon

Attention of Mr. E. L. King

Gentlemen:

Herewith five copies of the agreement between the Southern Pacific Company and the State covering the Clackamas Overcrossing in Clackamas County. These have been executed by the Highway Commission and are ready for execution by your company. Will you please arrange for this execution and return two signed copies to this office at your earliest convenience.

Very truly yours,

R. H. Baldock
Chief Engineer

By

G. S. Paxson
Bridge Engineer

GSP CM
Enclosure
cc H. B. Glaisyer ✓

A

FORM E-30 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem
February 20, 1941

Subject: S. P. Overcrossing at Clackamas

To:

Mr. J. W. De Souza
Asst. Attorney
OFFICE

Dear Sir:

On February 10 you handed me 5 copies of the agreement with the railroad company covering the Southern Pacific overcrossing north of the town of Clackamas, in Clackamas County. You asked that these be returned to you when they had been signed by the Highway Commission.

The Highway Commission signed these agreements at its meeting last week, February 14. Mr. Paxson was in a hurry for them and took them off my hands to secure execution on the part of the railroad company. I thought you should have this information.

Yours very truly,

HBG:MC

Secretary

A

FORM E-30 REVISED 25M 5-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1941

Subject: Agreement with Southern Pacific Company covering Clackamas overcrossing

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith we hand you for execution by the State Highway Commission five copies of proposed agreement with Southern Pacific Company covering the proposed overcrossing north of Clackamas in Clackamas County. The agreement has been approved by Mr. Paxson as to engineering features and is approved by this office as to form.

Kindly return all copies of the executed agreement to this office for further handling.

Yours very truly,

J.W. DeSouza
J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. G. S. Paxson

REFERRED TO
Mr Baldock
BY SECRETARY

to sign

5 copies handed to Paxson 2/15/41 to get RHB to sign
[illegible]

REFERRED TO [illegible]

CONTRACT# [redacted] 2451

182-D-1 Long Cr.-Fox Sec., Pendleton- 194
John Day Hwy.
#2451

RECEIVED
OCT 31 1944
FOR FILING

182-P-1

October 28, 1944

L. P. Stubblefield,
4123 N. E. 31st St.,
Portland 11, Oregon.

Dear Sir:

I wish to acknowledge receipt of and thank you for your letter of the 26th inst., advising that your claim against A. Milne, arising out of his Contract No. 2451 for the construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, has been satisfied.

We are correcting our records accordingly.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/jes

4238 final
4402 [illegible] final
1943

final payment has been made
in connection with this job.
HBG.

October 28, 1944

Raymond C. Weiss, Agent,
United States Fidelity & Guaranty Co.,
Bedell Building,
Portland 4, Oregon.

Dear Sir:

I enclose for your information, copy of a letter that I have just received from L. P. Stubblefield, advising that his claim against A. Milne, arising out of his Contract No. 2451 for the construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, has been satisfied.

This information is given you inasmuch as you appear as surety on the bond furnished by Mr. Milne in connection with this job.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/jes
Encl.

cc: A. Milne Construction Co.,
7253 Northeast Broadway
Portland 16, Oregon

Portland, Oregon, October 26th 1944

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaiyser

Gentlemen;

Referring to Contract No 2451, Long-Creek-Fox Section of the Pendleton-John Day Highway.

This is to notify you that I have had full satisfaction of the claim which I filed with you against A. Milne, dba Milne Construction Company and the United States Fidelity & Guaranty Company on this project.

Yours very truly,

Noted on Contract Card 10/28
JEd

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
OCT 28 1944
OREGON
STATE HIGHWAY COMMISSION

1

182-E-1

Form 3010
8-41-5M

#2451

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

July 15, 1943.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Your letter July 10, 1943, in regard to our claim in amount $6,400.10 against bond furnished by A. Milne, in connection with contract No. 2451, for work on the Long Creek-Fox section of the Pendleton-John Day Highway, in Grant County:

Our Law Department advise that on June 10, 1943, the law firm of Sheppard & Phillips, representing the U. S. Fidelity & Guaranty Company, sent us that company's check for $6,400.10 in settlement of the above claim.

Yours truly,

S. MURRAY

NOTED
RUTH SMITH

[illegible]

NOTED
H. B. GLAISYER

RECEIVED
JUL 16 1943
OREGON
STATE HIGHWAY COMMISSION

SHIP AND TRAVEL BY RAIL

July 10, 1943

Union Pacific Railroad Company
Portland, Oregon

Gentlemen:

We have received notification from the U. S. Fidelity & Guaranty Company, through their representative, Sheppard & Phillips, Public Service Building, Portland, that your claim, in the amount of $6,400.10, against the bond furnished by A. Milne, in connection with contract No. 2451, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, has been paid in full.

Will you kindly verify this information?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

ES

JUL 1 [illegible]
FOR FILING

182-D-1

Union Oil Company of California

YEON BUILDING
PORTLAND, OREGON

July 12, 1943

Oregon State Highway Commission
Salem
Oregon

H. B. Glaisyer, Secretary

Answering your letter of July 10, regarding our account against A. Milne, in connection with Contract 2451, for work on the Long Creek Fox Section of the Pendleton-John Day Highway, in Grant County, we are pleased to inform you that our account is paid in full.

W S Newton
District Credit Supervisor

wsn:eac

Noted - Rd

NOTED
H. B. GLAISYER

RECEIVED
JUL 14 1943
OREGON
STATE HIGHWAY COMMISSION

July 10, 1943

Union Oil Company of California
Boss Building
Portland, Oregon

Gentlemen:

We have received notification from the U. S. Fidelity & Guaranty Company, through their representative, Sheppard & Phillips, Public Service Building, Portland, that your claim against the bond furnished by A. Milne, in connection with contract No. 2451, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, has been paid in full.

Will you kindly verify this?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

FORM E-150 12M 6-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

182-3-1

July 10, 1943

M. R. Senter Tool Service
1240 S. E. 9th
Portland, Oregon

Gentlemen:

We have received notification from the United States Fidelity & Guaranty Company, through their representative, Sheppard & Phillips, Public Service Building, Portland, to the effect that your claim, in the amount of $322.90, against A. Milne's contract No. 2451, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, has been satisfied.

Will you please verify this information?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By: H B Glaisyer
Secretary

RS

Gentlemen:
This bill was paid by the bonding company, on September 15th, 1942.

M.R. Senter Tool Service,
By M R Senter
Manager.

noted - RS

NOTED
H. B. GLAISYER

RECEIVED
JUL 14 1943
OREGON
STATE HIGHWAY COMMISSION

182-15-1

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1208 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

CHESTER A. SHEPPARD
WENDELL K. PHILLIPS

July 9, 1943

Mr. H. B. Glaisyer, Sec'y
State Highway Commission
Salem, Oregon

Re: Milne contract No. 2451

Dear Ted:

The office just dug up a release from the A. Leschen Sons Rope Company, a copy of which I am herewith enclosing for your files.

I am still waiting for Mr. Milne to get in touch with Stubblefield. Stubblefield, Milne says, is somewhere in eastern Oregon and he has not been able to locate him as yet.

Very truly yours,

SHEPPARD & PHILLIPS

By W. K. P

WKP:js
Enc.

NOTED
H. R. GLAISYER

NOTED
H. R. GLAISYER

RECEIVED
JUL 10 1943
STATE [illegible] COMMISSION

RELEASE

We the undersigned, hereby acknowledge receipt of the sum of One Hundred Fifty-six and 73/100 ($156.73) - - - - - Dollars paid to us by the United States Fidelity and Guaranty Company, surety, in full and final satisfaction of our claim against A. Milne and/or United States Fidelity and Guaranty Company for labor and/or material furnished in connection with a State Contract No. 2451, Long Creek - Fox Section of the Pendleton-John Day Highway, in Grant County, Oregon, and do hereby release and forever discharge the said A. Milne and United States Fidelity and Guaranty Company from any and all debts, claims, demands and liabilities arising out of and in connection with said contract, and do hereby assign all our right, title and interest in and to said claim to the U.S. Fidelity & Guaranty Company.

Dated this 15th day of September, 1942

A. LESCHEN SONS ROPE COMPANY

(Sgd.) CHARLES P. KOFRON

Witness:

(Sgd.) M. GEORGE

July 8, 1943

Mr. W. K. Phillips
c/o Sheppard & Phillips
Suite 1206 Public Service Bldg.
Portland, Oregon

Dear Mr. Phillips:

Responding to your request of July 7, just received, I am enclosing a copy of the claim of A. Leschen & Sons Rope Company, against A. Milne's contract No. 2451.

This claim was filed with the State Highway Commission on October 6, 1941, through the Secretary of State.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:MB
enc.

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1208 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

CHESTER A. SHEPPARD
WENDELL K. PHILLIPS

July 7, 1943

Mr. H. B. Glaisyer
State Highway Commission
Salem, Oregon

Re: A. Milne contract No. 2451

Dear Ted:

I am of even date herewith requesting that Mr. Milne get some kind of statement from Mr. Stubblefield in respect to his claim as per your request.

I did not know that there had been a claim filed by A. Leschen and Sons Rope Company, nor do I know anything concerning it. I am wondering if you can send me a copy of the claim and the date of filing. I am also having Milne check this as to whether or not it has been paid.

Very truly yours,

SHEPPARD & PHILLIPS

By

WKP:js

ANSWERED
H. B. GLAISYER

RECEIVED
JUL 8 - 1943
OREGON
STATE HIGHWAY COMMISSION

July 3, 1943

Mr. W. K. Phillips
c/o Sheppard & Phillips
1208 Public Service Building
Portland, Oregon

Dear Mr. Phillips:

I wish to thank you for your letter of the 2nd inst. enclosing receipts from several of the claimants against A. Milne's contract No. 2451.

I am wondering whether or not it would be possible to secure some kind of statement from L. P. Stubblefield with respect to his claim which our records indicate amounts to $4,116.00. My record also indicates that the claim of A. Leschen and Sons, Rope Company, in the amount of $156.93 is still unsatisfied. I imagine that this had been paid ~~but~~ receipt was not enclosed. If I could have ~~some~~ additional information on this, it would satisfy the Commission's records.

Thanking you and with best regards, I remain

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG:rw

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1208 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

CHESTER A. SHEPPARD
WENDELL K. PHILLIPS

July 2, 1943

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Re: A. Milne contract #2451

Dear Ted:

In response to yours of July 1 requesting receipts of payments under A. Milne's contract No. 2451, I am forced to advise you that the originals have been forwarded to the home office, but that I am supplying you with copies. I did not take regular receipts but did take releases and assignments, copies of which will no doubt satisfy your records.

As to the claim of [illegible] R. Senter Tool Service, we only obtained one release and that was forwarded to the home office last September. I am sending a copy of the letter I wrote to that company, together with the notation at the bottom thereof.

If these do not satisfy your records, I will go back to the companies and endeavor to get further releases.

Very truly yours,

SHEPPARD & PHILLIPS

By Bill Phillips

WKP:js
Enc.

ANSWERED
H. B. GLAISYER

RECEIVED
JUL 3 - 1943
[illegible]
STATE HIGHWAY COMMISSION

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1208 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

May 15, 1943

M. R. Senter Tool Service
1340 S. E. 9th
Portland, Oregon

Attention: M. R. Senter

Dear Sir:

This will advise you that we represent the United States Fidelity & Guaranty Company, and that their Superintendent of Claims, Mr. George S. Woodworth, suddenly and unexpectedly went into the army, and the company has turned over to us the file on the M. Milne job, contract No. 2451.

The State Highway Commission's records show that you had a claim against Mr. Milne for services rendered and filed the claim with the Oregon State Highway Commission. The file indicates that on September 11, 1942, your claim was paid in the sum of $332.00, and that you executed a release for that amount on the 15th day of September, 1942.

Will you please advise me as to whether or not you have any further claims against Mr. Milne in order that I may clear the records for the State Highway Commission.

Very truly yours,

SHEPPARD & PHILLIPS

By (Sgd.) W. K. PHILLIPS

WKP:js
cc: U.S. F. &. G.
cc: A. W. Murray

This account was paid in full, and we have no further claims against Mr. Milne.

M.R. SENTER TOOL SERVICE,

By (Sgd.) M. R. SENTER
Manager

RELEASE

We the undersigned, hereby acknowledge receipt of the sum of Two Thousand Seven Hundred Sixty-Nine and 94/100 - - - Dollars paid to us by the United States Fidelity and Guaranty Company, surety, in full and final satisfaction of our claim against A. Milne and/or United States Fidelity and Guaranty Company for labor and/or material furnished in connection with a State Contract No. 2451, Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, Oregon and do hereby release and forever discharge the said A. Milne and United States Fidelity and Guaranty Company from any and all debts, claims, demands and liabilities arising out of and in connection with said contract, and do hereby assign all our right, title and interest in and to said claim to the U. S. Fidelity & Guaranty Company.

Dated this 29th day of June, 1943.

UNION OIL COMPANY OF CALIFORNIA

(Sgd.) W. S. NEWTON
Dist. Credit Supervisor

Witness:

(Sgd.) JEAN SWENSON

RELEASE

We the undersigned, hereby acknowledge receipt of the sum of Six Thousand Four Hundred and 10/100 - - - - - - - - - Dollars paid to us by the United States Fidelity and Guaranty Company, surety, in full and final satisfaction of our claim against A. Milne and/or United States Fidelity and Guaranty Company for labor and/or material furnished in connection with a State Contract No. 2451, Long Creek - Fox Section of the Pendleton-John Day Highway, in Grant County, Oregon, and do hereby release and forever discharge the said A. Milne and United States Fidelity and Guaranty Company from any and all debts, claims, demands and liabilities arising out of and in connection with said contract, and do hereby assign all our right, title and interest in and to said claim to the U.S. Fidelity & Guaranty Company.

Dated this ____ day of June, 1943.

UNION PACIFIC RAILROAD COMPANY

(Sgd.) SCOTT LORD
Assistant Treasurer

Witness:

(Sgd.) ESTHER A. MULOIBILL

RELEASE

We the undersigned, hereby acknowledge receipt of the sum of **Two Thousand Nine Hundred Sixty-nine and 13/100 - - -** Dollars paid to **us** by the United States Fidelity and Guaranty Company, surety, in full and final satisfaction of **our** claim against **A. Milne** and/or United States Fidelity and Guaranty Company for labor and/or material furnished in connection with **a State** Contract No. **2451, Long Creek - Fox Section of the Pendleton-John Day Highway, in Grant County, Oregon** and do hereby release and forever discharge the said **A. Milne** and United States Fidelity and Guaranty Company from any and all debts, claims, demands and liabilities arising out of and in connection with said contract, **and do hereby assign all our right, title and interest in and to said claim to the U. S. Fidelity & Guaranty Company.**

Dated this 9th day of **June, 1943**

BEALL PIPE AND TANK CORPORATION

(Sgd.) F. V. ROMIG
Vice-Pres.

Witness:

(Sgd.) L. B. ASHTON

RECEIVED
JUL 2 1943
FOR FILING

182-19-1

July 1, 1943

Sheppard & Phillips
Suite 1208 Public Service Building
Portland-4, Oregon

Attention: Mr. W. K. Phillips

Gentlemen:

I wish to acknowledge receipt and thank you for your letter of the 29th ultimo advising that all claims against A. Milne's contract No. 2451 have been satisfied except the claim of L. P. Stubblefield who you state has agreed that his claim is not against the bond furnished by Mr. Milne in connection with this job.

Will you be so kind as to furnish me with receipts so as to satisfy our records?

Thank you.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:rw

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1208 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

CHESTER A. SHEPPARD
WENDELL K. PHILLIPS

June 29, 1943

Mr. H. B. Glaisyer
State Highway Commission
Salem, Oregon

Re: A. Milne contract 2451

Dear Ted:

As a matter of record, we have paid all claims under this contract save and except the claim of Mr. L. P. Stubblefield, who has agreed that he has no claim against the bond but against A. Milne direct on a different and separate job than #2451, upon which he filed the claim.

I am giving this to you for your records.

Very truly yours,

SHEPPARD & PHILLIPS

By W. K. Phillips
js

WKP:js

RECEIVED
JUN 30 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

182-D-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

April 26, 1943

Subject: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	4338	2451	12-Final	A. Milne-Assigned: U.S.F & G.	3,575.06	#239647	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

The attached note by H. B. Glaisyer was given me when voucher was submitted for regular course to be numbered etc.

asw

Accepted? Ok to release (See claims)

OK to release payment

NOTED
A. L. MONSON

ACCOUNTING DIVISION

By aaw
Bookkeeping Dept.

Approved
Secretary

RECEIVED
APR 2[illegible]
FOR FILING

182-19-1

April 22, 1943

United States Fidelity & Guaranty Co.
1112 Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made you on A. Milne's contract, No. 2451, covering construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County. This payment will be made on or after May 3, 1943, and will be mailed direct to you in accordance with the assignment given you by Mr. Milne.

The total amount paid the contractor in connection with this contract will be $120,138.38, including the post-final payment which is in the amount of $390.58. No force account items are included.

You have previously been notified of outstanding claims, as follows, against this contract:

M. R. Senter Tool Service	$ 322.90
Beal Pipe & Tank Corporation	2,969.13
L. P. Stubblefield	4,116.00
Union Oil Company of California	3,154.80
Union Pacific Railroad Company	6,400.10

Kindly acknowledge receipt of this letter.

Very truly yours,
Oregon State Highway Commission

By

Secretary

AM

NOTED
A. L. MONSON

RECEIVED
MAR 24 1
FOR FIL

182-D-1

March 23, 1943

Hon. Robert S. Farrell, Jr.
Secretary of State
CAPITOL

Dear Sir:

I wish to acknowledge receipt of and thank you for your letter of March 22, 1943, with a copy of a letter inclosed from the John Day Motor Company in which the Company advises that its claim against A. Milne, in connection with state highway contract No. 2451, has been satisfied. We are today making note of this on our records of this contract.

Very truly yours,

AM Secretary

NOTED
A. L. MONSON

ROBERT S. FARRELL JR.
SECRETARY OF STATE
SALEM, OREGON

March 22, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer

There is enclosed a copy of a letter from JohnDay Motor Company advising that their claim against Milne Construction Company has been released.

Very truly yours,

Robt S Farrell Jr

Secretary of State

F.FO
enc. 1

RECEIVED
MAR 23 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 23 1943
FOR FILING

182-19-1

March 22, 1943

John Day Motor Company
John Day, Oregon
[illegible]

Attention: B. H. Woodruff

Gentlemen:

I wish to acknowledge receipt of and thank you for your letter of March 18, 1943, advising that your claim against A. Milne, in connection with contract No. 2451, has been paid in full. We are today making note of this on our records of this contract.

Very truly yours,

A. M. Secretary

[illegible]

NOTED
A. L. MONSON

March 22, 1943

United States Fidelity & Guaranty Co.
1112 Bedell Building
Portland, Oregon

Gentlemen:

This is to inform you that the John Day Motor Company has advised this office that its claim against A. Milne, in connection with state highway contract No. 2451, has been paid in full. We are today making note of this on our records of this contract.

Very truly yours,

AM

Secretary

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Sales FORD Service

JOHN DAY MOTOR CO.
LLOYD A. OGILVIE, Owner

WATCH THE FORDS GO BY
JOHN DAY, OREGON

March, 18, 1943

Oregon State Highway Commission,
Salem, Oregon

REFERRED TO
HD Glaisyer
H. H. Huske, Chief Accou

Gentlemen:

We notified you that the Milne Construction Company, who had a Highway contract on the Long Creek-Fox portion of the Pendleton-John Day Highway were indebted to us for material and labor furnished them while they were on that job.

Payment in full for our claim has been received from the Milne Construction Company. We have also written to Mr. Robert S. Farrell, Secretary of State that our claim has been satisfied. We had filed our claim in accordance with information received from you.

We are appreciative of the co-operation that we received from your office in connection with this matter.

Yours very truly,

JOHN DAY MOTOR COMPANY

By B H Woodruff
B. H. Woodruff

REFERRED TO
Miss Munson
BY SECRETARY

acknowledge [illegible] - [illegible] other
record on card.

RECEIVED
MAR 2
FOR FILI

182-D-1

March 1, 1943

Balzer Machinery Company
2136 S. E. Eighth Avenue
Portland, Oregon

Attention: R. L. Balzer

Gentlemen:

I wish to acknowledge receipt of and thank you for your letter of February 27, 1943, advising that your claim against A. Milne in connection with state highway contract No. 2451 has been paid in full. We are today making note of this on our records of this claim.

Very truly yours,

AM

Secretary

cc - United States Fidelity & Guaranty Co.
1112 Bedell Building
Portland, Oregon

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

NOT
R. L. MO

2143
SIDENCE -- GARFIELD 4415

WE RENT NEW AND USED
MACHINERY WITH
PRIVILEGE OF PURCHASE

BALZER MACHINERY COMPANY

CONTRACTORS AND LOGGERS EQUIPMENT
2136 S. E. EIGHTH AVENUE
CORNER EAST EIGHTH AVENUE AND GRANT STREET
PORTLAND, OREGON

OHIO LOCOMOTIVE CRANE CO.
LOCOMOTIVE CRANES

NORTHWEST ENGINEERING CO.
POWER SHOVELS

CHICAGO PNEUMATIC TOOL CO.
AIR COMPRESSORS

PACIFIC WIRE ROPE CO.
WIRE ROPE

LIPPMANN ENGINEERING WORKS
JAW CRUSHERS

TRAYLOR ENG. & MFG. CO.
GYRATORY CRUSHERS

MURPHY DIESEL CO., LTD.
DIESEL ENGINES

J. S. MUNDY HOISTING ENGINE CO.
HOISTING EQUIPMENT

VULCAN IRON WORKS
PILE DRIVING MACHINERY

SCREEN EQUIPMENT CO.
VIBRATING SCREENS

February 27, 1943

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir: SUBJECT: A. Milne

We thank you very much for your courtesy in writing us per your letter of February 16th regarding state highway contract No. 2451.

We are pleased to advise, however, that our claim was paid in full very promptly by the bonding company, U. S. Fidelity & Guaranty Co., upon presentation.

Very truly yours,

BALZER MACHINERY COMPANY

Per R L Balzer

Manager

RLB:M

REFERRED TO
Miss Henion
BY SECRETARY

usual letter
and on card.

RECEIVED
MAR 1 - 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 23
FOR FILING

182-19-1

February 20, 1943

The Texas Company
600 Republic Bldg.
Seattle, Washington

Attention: W. A. Smith, Credit Manager

Gentlemen:

I wish to acknowledge receipt of and thank you for your letter of February 18, 1943, advising that your claim against A. Milne in connection with state highway contract No. 2451 has been paid in full. We are today making proper note of this information in the records of this contract.

Very truly yours,

AM

Secretary

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

cc - United States Fidelity & Guaranty Co.
1112 Bedell Building
Portland, Oregon

NOTED
A. L. MONSON

THE TEXAS COMPANY
TEXACO PETROLEUM PRODUCTS

SALES DEPARTMENT
SEATTLE DISTRICT
W. A. SMITH, CREDIT MANAGER

600 REPUBLIC BUILDING
SEATTLE, WASHINGTON

February 18, 1943

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer

Gentlemen:

We greatly appreciate your courtesy as shown by your letter of February 16th, regarding Contract 2451 and our claim against A. Milne.

Please release our claim, as the bonding company has paid the account in full.

Again we thank you for past cooperation.

Yours very truly,

THE TEXAS COMPANY

W A Smith
W. A. SMITH
Credit Manager

WAS:LED

REFERRED TO
Miss [illegible]
BY SECRETARY

prepare usual letter
[illegible]

RECEIVED
FEB 20 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 25 1943
FOR FILING

182-D-1

February 24, 1943

United States Fidelity & Guaranty Co.
1112 Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim, in the amount of $168.79, which has been filed in the office of the Secretary of State against the bond taken from A. Milne in connection with state highway contract No. 2451.

This is forwarded to you inasmuch as you appear surety on the bond furnished by Mr. Milne in connection with the above-mentioned contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

February 24, 1943

Honorable Robert S. Farrell, Jr.
Secretary of State
CAPITOL

Dear Sir:

I wish to acknowledge receipt of your letter of February 23, 1943, with copies inclosed of a claim which has been filed by the John Day Motor Company against the bond taken from A. Milne in connection with state highway contract No. 2451.

We are today making note of this information on our records of this contract.

Very truly yours,

Secretary

AM

NOTED
A. L. MONSON

ROBERT S. FARRELL JR.
SECRETARY OF STATE
SALEM, OREGON

February 23, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by John Day Motor Company for $168.79 against the bond taken from Milne Construction Company, principal, and U.S. Fidelity & Guarantee Company, surety, for work on the Pendleton-John Day Highway, contract No. 2451, which was received from Earl B. Moore and filed as of February 20th.

Please acknowledge receipt of the copies.

Very truly yours,

Robt S Farrell Jr

Secretary of State

F:FO
encs. 3

RECEIVED
FEB 24 1943
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Miss Monson
BY SECRETARY
prepare usual letter
record on card

February 24, 1943

Mr. Earl B. Moore
Lawyer
John Day, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 19, 1943, concerning a claim against the Milne Construction Company.

The Secretary of State has forwarded to this office copies of a claim, in the amount of $168.79, which has been filed by the John Day Motor Company against the bond taken from A. Milne in connection with state highway contract No. 2451. I presume this is the claim to which you have reference.

We are today making note of this on our records of Mr. Milne's contract, and we are forwarding a copy of the claim to the surety on the bond.

Very truly yours,

AM

Secretary

Earl B. Moore
LAWYER
GRANT COUNTY
JOHN DAY, OREGON

February 19, 1943

State Highway Commission
Salem,
Oregon

Dear Sir:

We have this day filed with the Secretary of State a claim against the Milne Construction Company.

Will you kindly consider this Claim?

Thanking you kindly, I am,

Very ~~truly~~ yours,

Earl B. Moore

EBM:ed

RECEIVED
FEB 22 1943
STATE HIGHWAY COMMISSION

REFERRED TO
Miss Monson
BY SECRETARY

do we have a record of this claim?
see me.
[illegible]

TO THE STATE OF OREGON AND TO THE SECRETARY OF THE STATE OF OREGON: NOTICE IS HEREBY GIVEN, That he undersigned, Lloyd Ogilvie, doing business under the name, style and designation of the John Day Motor Company has a claim for labor, materials, parts, and accessories including labor, repair, parts, equipment, and accessories on motor vehicles in the sum of $168.79 against the bond taken from the Milne Construction Company upon contract number 2481 with the State Highway Commission upon which the United States Fidelity and Guarantee Company of Bedell Building, Portland, Oregon, are sureties for the work of grading, surfacing, and oiling the Long Creek-Fox Section of the Pendleton-John Day Highway in Grant County, Oregon, said claim being in facts and figures as follows to-wit:

1942			Charges	Credits
July, 1,	2 Parts #81T3032	1.30		
	2 Nuts	.20		
		1.50		
	Less 25%	.37	1.13	
July, 2,	Valve Stem Net		.54	
July, 3,	1 Drive 3.20 less 25% .80		2.40	
July, 8,	Tele, Re. Gen. Armature		.30	
July, 3,	Work Order #3940		9.92	
July,13,	Gen. Stud, Nut & Washer	.15		
	Less 25%	.04	.11	
July,14,	2 Fan Belts	2.30		
	less 25%	.58	1.72	
July, 7,	Work Order #2418		14.90	
July, 14,	Work Order #3592		17.69	
July,16,	Tube Repair		1.40	
July,20,	Used Maniford & Adapters Net		6.00	
July,20,	Credit Returned manifold			6,75
July,24,	Work Order #2543		38.09	
July, 25,	Work Order #3404		8.51	
Aug., 3,	Clutch Disc exchange	4.40		
	Less 20%	.88	3.52	
Aug., 3,	Freight n old disc		.27	
Aug., 5,	Work order #2397		2.05	
Aug., 6,	Work order #3502		17.29	
Aug., 7,	Work Order #3508		2.50	
Aug., 8,	3 Fuel Pumps	6.30		
	less 25%	1.58	4.72	
Aug., 9,	Parts $27.80 less 25%		20.85	
Aug. 9 ,	Distributor Exch. 4.41-25%		3.30	
Aug., 10,	Credit Battery Retd.			.50
Aug., 10,	Parts 47.10 less 25% 11.78		35.32	
Aug., 10,	Parts 16.85 less 25% 4.21		12.64	
Aug., 10,	Parts	Net	8.18	
Aug. 11,	Work Order #6235		7.33	
Aug., 4,	Work order #6186		6.12	
Aug., 4,	Work order #6197		11.06	
Aug., 9,	Work order #6193		9.96	
Aug. 3,	3 Lined Brake Shoes 3.00-25%		2.25	
Aug., 5,	Parts 17.30 less 25%		12.97	
Aug., 5,	Parts 2 rear view mirrors $2.Net		1.50	
Aug. 5,	Work Order #2543		2.58	
Aug. 8,	Work Order #2610		2.45	
	Paid August 1942			125.02
	TOTAL CHARGES		301.06	
	TOTAL CREDITS			132.27
			132.27	
	Blance due		168.79	

Aug., 14, Parts 3.24 less 25% Net 2.43
July 14, Parts 38.75 less 25% Net 29.06
(the above two items included in above
total charges of $301.06)

That the above named claimant has filed with the county clerk of Grant County his Notice of Assumed Business Name as required by law.

DATED this 18th day of February, 1943,

JOHN DAY MOTOR COMPANY

By LLOYD OGILVIE
Owner

STATE OF OREGON)
) ss.
County of Grant)

I, LLOYD OGILVIE, being first duly sworn on oath, say:

That I am the sole owner of the above named John Day Motor Company and the claimant above named and that I have mad the foregoing Notice of Claim and that the same is true as I verily believe.

LLOYD OGILVIE

SUBSCRIBED ANDSWORN to before me on this 18th day of February, 1943.

EARL B. MOORE
Notary Public for Oregon.
(SEAL)

My commission expires:
May 11, 1943

NOTICE OF CLAIM by JOHN DAY MOTOR COMPANY
EARL B. MOORE, LAWYER, John Day, Oregon, Grant County.

Endorsed: File No. 3081
Filed Feb. 20, 1943
ROBERT S. FARRELL, JR.
Secretary of State

RECEIVED
FEB 23 19
FOR FILING

182-19-1

February 20, 1943

Beall Pipe and Tank Corporation
Portland, Oregon

Attention: F. V. Romig, Vice President & Manager

Gentlemen:

I wish to acknowledge receipt of and thank you for your letter of February 19, 1943, advising that you have filed your claim, in connection with state highway contract No. 2451, against the bond furnished by Mr. Milne, contractor.

Will you please advise this office when your claim has been paid so that we may correct our records accordingly.

Very truly yours,

AM

Secretary

TRADE BEALL MARK

BEALL PIPE AND TANK CORPORATION

PORTLAND, OREGON

February 19, 1943

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer,
Secretary

Gentlemen:

We appreciate very much your letter of February 16th advising us as to the present status of the A. Milne contract.

We have filed a claim against Mr. Milne's bond and believe we are fully protected. Thanks again for your courtesy.

Yours very truly,

BEALL PIPE AND TANK CORPORATION

F. V. Romig

VICE PRESIDENT AND MANAGER

FVRomig:umh

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

RECEIVED
FEB 20 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 20 1943
FOR FILING

152-19-1

February 19, 1943

U. S. Fidelity & Guaranty Company
Raymond C. Weiss
Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim and also a copy of a letter advising that the correct amount of the claim is $4,116.00. This has been filed in the office of the Secretary of State by L. P. Stubblefield, against the bond taken from A. Milne, in connection with state highway contract No. 2451, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
A. L. MONSON

February 19, 1943

Hon. Robt. S. Farrell, Jr.
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 18, 1943, enclosing copies of a claim in the amount of $4,116.00, which has been filed in your office by L. P. Stubblefield, against the bond taken from A. Milne, in connection with state highway contract No. 2451, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MS

February 19, 1943

Mr. L. P. Stubblefield
c/o D. P. Price and Joe P. Price
Attorneys at Law
509 Oregonian Building
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of February 17, 1943, filing your claim against A. Milne, for labor furnished in connection the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

We also acknowledge receipt of a copy of your letter of February 17, 1943, advising that the correct amount of the claim is $4,116.00.

In accordance with our usual practice we are today notifying the contractor and his surety of your claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

ROBERT S. FARRELL Jr.
Secretary of State
SALEM, OREGON

February 18, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by L. P. Stubblefield for $3696.00 against the bond taken from Milne Construction Co., principal, and U.S. Fidelity & Guaranty Co., surety, for work on the Pendleton-JohnDay Highway which was received from D. P & Joe P. Price, Attorneys, Portland,and filed today.

A copy of a letter showing the correct amount of the claim to be $4116.00 is also enclosed.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Robt S. Farrell Jr

Secretary of State

F:FO
enc. 3

RECEIVED
FEB 19 1943
OREGON
STATE HIGHWAY COMMISSION

D. P. PRICE AND JOE P. PRICE
Attorneys at Law
509 Oregonian Building
Portland, Oregon

Telephone ATwater 5219

February 17, 1943

To: The United States Fidelity & Guaranty Co.
Bedell Building
Portland, Oregon

Robert S. Farrell
Secretary of State of Oregon
Salem, Oregon

H B Glaisyer
Secretary Oregon State Highway Commission
Salem, Oregon

A. Milne, d/b/a
Milne Construction Co.
7253 N. E. Broadway
Portland, Oregon

NOTICE is hereby given that the undersigned, L. P.Stubblefield, of 4123 N.W. 31st Avenue, Portland, Oregon, has a claim in the sum of $3696.00 against A. Milne, d/b/a Milne Construction Co., and the United States Fidelity & Guaranty Co. with offices in the Bedell Building, Portland, Oregon, surety, for labor furnished by the said L. P. Stubblefield in connection with the Long Creek-Fox Section of the Pendleton-John Day Highway, Fed. Aid Project 182 (D) (1) in Grant County, State of Oregon, said amount being itemized as follows:

Services rendered as Superintendent, at the special instance and request of A Milne between April 4, 1941 and August 19, 1942, totaling 16½ months at an agreed wage of $300.00 per month, to-wit: $4950.00.

That no part of said $4950.00 has been paid, excepting credit for Social Security, State Unemployment Compensation, State Accident Insurance and National Hospital Association dues, which amounts to about 12% of the total, leaving the amount unpaid of $4356.00.

That during the construction work on the Long Creek-Fox Section of the Pendleton-John Day Highway, under contract between Oregon State Highway Commission and A. Milne, A. Milne was prosecuting work on a contract known as Fox-Beach Creek Section of the JohnDay Highway, surfacing and oiling, which was a separate and distinct contract from the one designated as the Long Creek-Fox Section of the Pendleton-John Day Highway,State Highway Contract No. 2451.

That claimant performed services on each of these contracts as Superintendent between April 4, 1941 and August 19, 1942, but can not estimate definietly the exact time occupied on each separate contract. That claimant did not keep any books or record of his work and must rely upon the books of A. Milne which are not accessible to claimant at this time, and must necessarily estimate his time on each of the jobs, and has estimated his time on the Long Creek-Fox Section of the Pendleton-John Day Highway Contract at 14 months, and his time on the oiling, surfacing and grading job as 2½ months.

That no part of said wages have been paid, save and except as heretofore deducted by way of Social Security, State Unemployment Compensation, State Accident and National Hospital Association dues, and there is now due and owing from A. Milne and/or A. Milne d/b/a Milne Construction Company on account of services rendered as aforesaid on the Long Creek-Fox Section of the Pendleton-John Day Highway Contract in the sum of $3696.00, all of which is now due, owing and payable to the undersigned.

2/17/43

U.S.F.&.G.
Sec. State of Oregon
Sec. State Hwy. Comm.
A Milne

Claimant herewith reserves the right to make this claim more definite upon opportunity to examine the books of A. Milne.

Yours truly,

L. P. STUBBLEFIELD

Endorsed: File No. 3080
Filed 2/18/43
ROBERT S. FARRELL, JR.
Secretary of State

D. P. PRICE AND JOE P. PRICE
ATTORNEYS AT LAW
509 OREGONIAN BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 5219

February 17, 1943

To: The United States Fidelity & Guaranty Co.
Bedell Building
Portland, Oregon

Robert S. Farrell
Secretary of State of Oregon
Salem, Oregon

H. B. Glaisyer
Secretary Oregon State Highway Commission
Salem, Oregon

A. Milne, d/b/a
Milne Construction Co.
7253 N E Broadway
Portland, Oregon

NOTICE is hereby given that the undersigned, L. P. Stubblefield, of 4123 N. W. 31st Avenue, Portland, Oregon, has a claim in the sum of $3696.00 against A. Milne, d/b/a/ Milne Construction Co. and The United States Fidelity & Guaranty Co. with offices in the Bedell Building, Portland, Oregon, surety, for labor furnished by the said L. P. Stubblefield in connection with the Long Creek-Fox Section of the Pendleton-John Day Highway, Fed. Aid Project 182 D (1) in Grant County, State of Oregon, said amount being itemized as follows:

Services rendered as Superintenent, at the special instance and request of A Milne between April 4, 1941 and August 19, 1942, totaling 16½ months at an agreed wage of $300.00 per month, to-wit: $4950.00.

That no part of said $4950.00 has been paid, excepting credit for Social Security, State Unemployment Compensation, State Accident Insurance and National Hospital Association, which amounts to about 12% of the total, leaving the amount unpaid of $4356.00.

That during the construction work on the Long Creek-Fox Section of the Pendleton-John Day Highway, under contract between Oregon State Highway Commission and A. Milne, A. Milne was prosecuting work on a contract known as Fox-Beach Creek Section of the John Day Highway, surfacing and oiling, which was a separate and distinct contract fromthe one designated as the Long Creek-Fox Section of the Pendleton-John Day Highway, State Highway Contract No. 2451.

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

That claimant performed services on each of these contracts as Superintenent between April 4, 1941 and August 19, 1942, but can not estimate definitely the exact time occupied on each separate contract. That claimant did not keep any books or record of his work and must rely upon the books of A. Milne which are not accessible to claimant at this time, and must necessarily estimate his time on each of the jobs, and has estimated his time on the Long Creek-Fox Section of the Pendleton-John Day Highway Contract at 14 months, and his time on the oiling, surfacing and grading job as 2½ months.

That no part of said wages have been paid, save and except as heretofore deducted by way of Social Security, State Unemployment Compensation, State Accident and National Hospital Association dues, and there is now due and owing from A. Milne and/or A. Milne d/b/a Milne Construction Company on account of services rendered as aforesaid on the Long Creek-Fox Section of the Pendleton-John Day Highway Contract in the sum of $3696.00, all of which is now due, owing and payable to the undersigned.

Claimant herewith reserves the right to make this claim more definite upon opportunity to examine the books of A. Milne.

Yours truly,
L. P. Stubblefield
L. P. STUBBLEFIELD

A TRUE COPY

L. P. Stubblefield

RECEIVED
FEB 17 1943
SION

D. P. PRICE AND JOE P. PRICE
ATTORNEYS AT LAW
509 OREGONIAN BUILDING
PORTLAND, OREGON

TELEPHONE ATWATER 5219

February 17, 1943

To: The United States Fidelity & Guaranty Co.
Bedell Building
Portland, Oregon

Robert S. Farrell
Secretary of State of Oregon
Salem, Oregon

H B Glaisyer
Secretary Oregon State Highway Commission
Salem, Oregon

A. Milne, d/b/a
Milne Construction Co.
7253 N E Broadway

Gentlemen:

The undersigned, L. P. Stubblefield, hereby wishes to correct the claim signed on account of services rendered on the Long Creek-Fox Section of the Pendleton-John Day Highway Contract to read: $4116.00 instead of $3696.00 as I had deducted 12% on account of Social Security, State Unemployment Compensation, State Accident Insurance and National Hospital Association dues, when it should have been 2%.

Yours very truly,

L. P. STUBBLEFIELD

A TRUE COPY

L. P. Stubblefield
N.P.

RECEIVED
FEB 17 1943
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
[illegible]
BY SECRETARY

RECEIVED
FEB 2 [illegible]
FOR FILING

182-D-1

February 19, 1943

Pendleton Auto Parts, Inc.
405 East Court Street
Pendleton, Oregon

Attention: L. A. Whiteman

Gentlemen:

I wish to acknowledge receipt of and thank you for your letter of February 18, 1943, advising that your claim against A. Milne, in connection with state highway contract No. 2451, has been paid in full. We are today making proper note of this information on our records of this contract.

Very truly yours,

AM

Secretary

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

cc - United States Fidelity & Guaranty Co.
1112 Bedell Building
Portland, Oregon

NOTED
A. L. MONSON

PENDLETON AUTO PARTS, INC.
405 E. Court St. Telephone 381
PENDLETON, OREGON

Feb. 18, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Attention: H. B. Glaisyer

We have your letter of February 16th with regard to our claim against Mr. A. Milne. This was an account against one of his sub-contractors and the bill has been paid now.

Thank you.

Yours truly,

PENDLETON AUTO PARTS, INC.

L A Whiteman

L. A. Whiteman

REFERRED T
[illegible]
BY SECRETARY

[illegible] and [illegible] letter

RECEIVED
FEB 19 1943
OREGON
STATE HIGHWAY COMMISSION

COMPLETE AUTOMOTIVE SUPPLIES

RECEIVED
FEB 20 1943
FOR FILING

182-D-1

February 19, 1943

Truscon Steel Company
c/o Builders Exchange
429 S. W. 4th Avenue
Portland, Oregon

Attention: C. W. Anderson, Dist. Sales Mgr.

Gentlemen:

I wish to acknowledge receipt of and thank you for letter of February 18, 1943, advising that your claim against A. Milne, in connection with state highway contract No. 2451, has been paid in full. We are today making proper note of this information on our records of this contract.

Very truly yours,

AB Secretary

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

cc - United States Fidelity & Guaranty Co.
1112 Bedell Building
Portland, Oregon

NOTED
A. L. MONSON

TRUSCON STEEL COMPANY

STEEL PRODUCTS

GENERAL OFFICES AND MAIN PLANT, YOUNGSTOWN, OHIO

C. W. ANDERSON
DISTRICT SALES MANAGER

% Builders Exchange,
429- S. W. 4th Ave.,
PORTLAND, ORE.

February 18th, 1943.

Oregon State Highway Commission,
Salem,
Oregon.

Attention Mr. H. B. Glaisyer, Secretary.

Dear Mr. Glaisyer:-

Thank you for the courtesy of your letter of February 16th advising us of the early settlement of the contract with Mr. A. Milne on the Long Creek- Fox Section of the Pendleton- John Day Highway job.

For your information we were paid in full for material furnished Mr. Milne on this job thru the U. S. F. & G. Co.

Very truly yours,

TRUSCON STEEL COMPANY

By CW Anderson
District Sales Manager.

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

RECEIVED
FEB 19 1943
OREGON
STATE HIGHWAY COMMISSION

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS AND OTHER DELAYS UNAVOIDABLE OR BEYOND OUR CONTROL. ALL ORDERS ARE SUBJECT TO THE WRITTEN APPROVAL OF GENERAL SALES OFFICES AT YOUNGSTOWN OHIO

RECEIVED
FEB 19 1943
FOR FILING

182-19-1

February 19, 1943

Moty & Van Dyke, Inc.
Klamath Falls, Oregon

Attention: J. T. Patterson

Gentlemen:

I wish to acknowledge receipt of and thank you for your letter of February 17, 1943, advising that your claim against A. Milne in connection with state highway contract No. 2451 has been paid in full. We are today making proper note of this information on our records of this contract.

Very truly yours,

AM Secretary

cc - Mrs. A. Milne
7253 N. E. Broadway
Portland, Oregon

cc - United States Fidelity & Guaranty Co.
Bedell Building
Portland, Oregon

NOTED
A. L. MONSON

E. M. MOTY, President
G. R. MOTY, Sec'y. & Treas.

MOTY & VAN DYKE, INC.

AUTOMOTIVE AND INDUSTRIAL SUPPLIES

KLAMATH FALLS, OREGON

STORES
KLAMATH FALLS, ORE.
L. C. Prock, Manager
BEND, OREGON
G. R. Moty, Manager
LAKEVIEW, ORE.
R. F. Waters, Manager
ALTURAS, CALIF.
P. B. Tanner, Manager
JOHN DAY, OREGON
P. V. Winne, Manager

February 17, 1943

State Highway Department
Salem, Oregon

Gentlemen:

We wish to thank you for your letter of February 16th regarding our account with Milne Construction Co. We wish to advise that Milne Co. has paid us in full for merchandise furnished on the job in question, and we have no further claim against them. We wish to thank you for keeping this matter on file for us.

Yours truly,

MOTY AND VAN DYKE, INC.

BY J. T. Patterson

JTP:mek

REFERRED TO
[illegible]
BY SECRETARY

RECEIVED
FEB 17 1943
OREGON
STATE HIGHWAY COMMISSION

SEE US FIRST AND ALWAYS

RECEIVED
FEB 19 1943
FOR FILING

182-19-1

February 19, 1943

Pacific Machinery & Tool Steel Co.
630 S. E. Belmont Street
Portland, Oregon

Attention: W. T. Williamson, Credit Manager

Gentlemen:

I wish to acknowledge receipt of and thank you for your letter of February 17, 1943, advising that your claim against A. Milne in connection with state highway contract No. 2451 has been paid in full. We are today making proper note of this on our records of this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

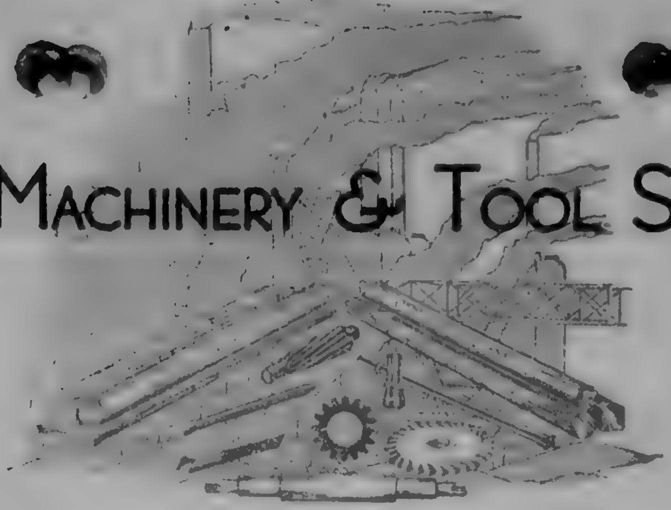
Secretary

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

cc - United States Fidelity & Guaranty Co.
Budell Building
Portland, Oregon

NOTED
A. L. MONSON

PACIFIC MACHINERY & TOOL STEEL CO.



Office and Warehouse
230 S. E. Belmont St.
PORTLAND • OREGON

Feb. 17, 1943

Oregon State Highway Commission
Salem, Oregon

ATT: Mr. H. B. Glaisyer,
Secretary

Gentlemen:

Thank you kindly for your letter of February 16 concerning your final settlement with Mr. A. Milne, Contractor.

We are glad to state that payment has been made in full through the bonding company.

Yours very truly,

PACIFIC MACHINERY & TOOL STEEL CO.

By W. T. Williamson
W. T. Williamson,
Credit Manager

WTW:MS

REFERRED TO
[illegible]
BY SECRETARY
acknowledged etc

RECEIVED
FEB 17 1943
OREGON
STATE HIGHWAY COMMISSION

TOOL, ALLOY AND SPECIAL STEELS

RECEIVED
FEB 19 1943
FOR FILING

182-E-1

SALEM
February 12, 1943

A. Milne's contract No. 2451

Mr. J. M. Devers
Chief Counsel

The Highway Commission is about ready to make final payment to contractor A. Milne for work performed in the grading, surfacing and oiling of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, contract No. 2451.

The final voucher is in the amount of $3,575.06 and, were it not for the fact that there are claims outstanding against this job in the amount of $14,303.99, the final payment would be made on or after February 20, 1943. The above amount of claims is simply the aggregate of those that have come to our knowledge. There may be others which have not been reported to this office.

It has been the practice of the State Highway Department for many years to withhold final payment to any contractor if the amount of the claims, of which the Commission has knowledge, aggregates a considerable sum, and the question now arises whether or not we should follow this procedure in the present instance. Will you please advise me your opinion relative thereto.

I might state further that final payment is not made to a contractor for work performed under any contract unless the contractor will sign an affidavit stating that all claims against the project have been paid; and I might also state that Mr. Milne has assigned to the United States Fidelity and Guaranty Company the funds earned under this job.

Attached is a list of the claims that are outstanding against Mr. Milne's contract No. 2451, which, so far as we know, are still unsatisfied.

I wish to thank you in advance for your reply.

Secretary

HBG:AM

Gentlemen:

You brought to the attention of the State Highway Commission information that you have a claim against A. Milne who held contract No. 2451 with the state for surfacing and oiling the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

The Commission does not know the merits of your claim and does not assume any responsibility with respect to its payment. However, as a matter of courtesy, you are advised that the Commission proposes to make final settlement with the contractor on or after February 20, 1943.

This notice is given you so that you may take such steps as you may deem best in your best interest.

Very truly yours,
STATE HIGHWAY COMMISSION

By

JMD:AM

Secretary

Claims filed against A. Milne's contract No. 2451, Long Creek-Fox Section

A. Leschen & Sons Rope Co.	$ 156.93	
Truscon Steel Co.	547.85	
Pacific Machinery & Tool Steel Co.	353.68	
Pendleton Auto Parts, Inc.	20.91	
Moty & Van Dyke, Inc.	122.03	
Texas Company	4,332.77	
M. R. Senter Tool Service	322.90	
Balzer Machinery Co.	5,309.00	
Beall Pipe & Tank Corporation	2,969.13	ttl $14,303.99
John Day Motor Company	168.79	
L. P. Stubblefield	amt. not stated	

RECEIVED
FEB 17 1943
FOR FILING

182-19-1

February 17, 1943

U. S. Fidelity & Guaranty Company
Mr. Raymond C. Weiss, Agent
Bedell Bldg.,
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $6,400.10, which has been filed in the office of the Secretary of State by the Union Pacific Railroad Company, against the bond taken from A. Milne in connection with state highway contract No. 2451, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - A. Milne
7353 N. E. Broadway
Portland, Oregon

NOTED
A. L. MONSON

February 17, 1943

Hon. Robt. S. Farrell, Jr.
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 16, 1943, enclosing copies of a claim in the amount of $6,400.10, which has been filed in your office by the Union Pacific Railroad Company against the bond taken from A. Milne, in connection with state highway contract No. 2451, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

ROBERT S. FARRELL Jr.
Secretary of State
SALEM, OREGON

February 16, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Union Pacific Railroad Co. for $6400.10 against the bond taken from Milne Construction Company, principal, and U. S. Fidelity & Guaranty Co., surety, for work on contract No. 2451. Invoices were attached to the claim but not copied.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Robt S. Farrell Jr
Secretary of State

F:FO
encs. 3

RECEIVED
FEB 17 1943
STATE HIGHWAY COMMISSION

Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Union Pacific Railroad Company, a Utah Corporation, has a claim for freight and demurrage charges on fourteen cars of liquid asphalt shipped by Union Oil Company from Oleum, California, to A. Milne, doing business as Milne Construction Company at Pilot Rock, Oregon, and there delivered to said Milne Construction Company for use on work being performed under Contract #2451 with Oregon State Highway Commission. A copy of each bill rendered on account of said charges is attached hereto, and by reference made a part hereof, in the total sum of $6400.10, against the bond provided by A. Milne, doing business as Milne Construction Company, as principal, and U.S. Fidelity & Guaranty Co. as surety, for the work of grading, surfacing, oiling and bridge construction on the Long Creek Fox section of the Pendleton-John Day Highway in Grant County, Oregon, under State Highway Contract #2451.

Dated at Omaha, Nebraska, February 13, 1943.

UNION PACIFIC RAILROAD COMPANY

By: F.W. Robinson
Senior Vice-President

INVOICES

* * * * *

STATE OF NEBRASKA }
} ss.
County of Douglas }

I, F.W. Robinson, being first duly sworn, depose and say: That I am Senior Vice-President of Union Pacific Railroad Company, and I am authorized to execute, verify and file the foregoing Notice of Claim; that I have knowledge of the facts stated therein and that the same are true and correct.

F. W. ROBINSON

Subscribed and sworn to before me this 13th day of February, 1943.

(SEAL)

LOUIS SCHOLNICK
Notary Public

Endorsed: File No. 3079
Filed Feb. 16, 1943, ROBERT S. FARRELL JR., Sec. of State

RECEIVED
FEB 17 1943
FOR FILING

182-D-1

February 17, 1943

U. S. Fidelity & Guaranty Co.
Mr. Raymond C. Weise, Agent
Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $3154.10, which has been filed in the office of the Secretary of State by the Union Oil Company of California, against the bond taken from A. Milne, in connection with state highway contract No. 2451, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RB

cc - A. Milne
7353 N. E. Broadway
Portland, Oregon

NOTED
A. L. MONSON

February 17, 1943

Hon. Robt. S. Farrell, Jr.
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 16, 1943, enclosing copies of a claim in the amount of $3134.10, which has been filed in your office by the Union Oil Company of California, against the bond taken from A. Milne, in connection with state highway contract No. 2451, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

BS

ROBERT S. FARRELL Jr.
Secretary of State
SALEM, OREGON

February 16,1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Union Oil Company of California for $3154.10 against the bond taken from Milne Construction Company, principal, and U.S.Fidelity & Guaranty Co. surety, for work on the Pendleton-JohnDay Highway, contract No. 2451, which was filed today.

Please acknowledge receipt of the copies.

Very truly yours,

Robt S. Farrell Jr.
Secretary of State

F:FO
encs. 3

RECEIVED
FEB 17 1943
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO: THE STATE OF OREGON

NOTICE IS HEREBY GIVEN that the undersigned, Union Oil Company of California, a corporation, has a claim for gasoline, lubricating oil, diesol, asphalt, and other petroleum products in the sum of Three Thousand One Hundred Fifty-four and 10/100 ($3,154.10) Dollars, against the bond taken from A. Milne, doing business as Milne Construction Company, as principal, and the United States Fidelity & Guaranty Company, as surety, for the work of Job No. 2451 of the State of Oregon, State Highway Commission, for the construction, alteration, repair, grading, surfacing, and oiling of the Long Creek - Fox Creek Section of the Pendleton-John Day Highway in Grant County, State of Oregon.

UNION OIL COMPANY OF CALIFORNIA,
a corporation

By C. C. BRUNK
Assistant General Credit Manager

STATE OF CALIFORNIA)
) SS:
COUNTY OF LOS ANGELES)

C. B. Brunk, of lawful age, being first duly sworn, deposes and says: That he is Assistant General Credit Manager of the Union Oil Company of California, a corporation, and as such Assistant General Credit Manager, is duly authorized to make this affidavit for and on behalf of the said Corporation; that he has read the foregoing Notice of Claim and knows the contents thereof, and that the same are true of his own knowledge and contain a correct statement of the amount due from the said A. Milne, doing business as Milne Construction Company, Contractor.

C. C. BRUNK

SUBSCRIBED AND SWORN to
before me this 5th day of
February, 1943.

MARGARET G. KEARNEY (SEAL)
Notary Public in and for said
County and State.
My commission expires June 30, 1945.

Endorsed: File No. 3078
Filed Feb. 16, 1943
ROBERT S. FARRELL, JR.
Secretary of State

RECEIVED
FEB 17
FOR FILING

182-15-1

February 16, 1943

Balser Machinery Company
2136 S. E. Eighth Avenue
Portland, Oregon

Attention: R. L. Balser, Manager

Gentlemen:

On September 5, 1942, you filed with the Secretary of State your claim against Mr. A. Milne, contractor for the construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, Oregon, being state highway contract No. 2451.

The Highway Commission does not know the merits of your claim and does not assume any responsibility with respect to the payment thereof. However, as a matter of courtesy, you are advised that the Commission proposes to make final settlement with the contractor for the performance of this work on or after February 20, 1943.

This notice is given you so that you may have an opportunity to take such steps as you may deem advisable to protect your interest.

Our records disclose that this project was completed on August 19, 1942, and was accepted by the formal action of the State Highway Commission on December 18, 1942.

Very truly yours,

HBG:AM

Secretary

RECEIVED
FEB 1

182-D-1

February 16, 1943

Beall Pipe & Tank Corporation
1945 North Columbia Boulevard
Portland, Oregon

Attention: F. V. Remig, Vice-President

Gentlemen:

On November 13, 1942, you filed with the Secretary of State your claim against Mr. A. Milne, contractor for the construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, Oregon, being state highway contract No. 2451.

The Highway Commission does not know the merits of your claim and does not assume any responsibility with respect to the payment thereof. However, as a matter of courtesy, you are advised that the Commission proposes to make final settlement with the contractor for the performance of this work on or after February 20, 1943.

This notice is given you so that you may have an opportunity to take such steps as you may deem advisable to protect your interest.

Our records disclose that this project was completed on August 19, 1942, and was accepted by formal action of the State Highway Commission on December 18, 1942.

Very truly yours,

HBG:AM

Secretary

RECEIVED
FEB 1
FOR FILING

182-B-1

February 16, 1943

John Day Motor Company
John Day, Oregon

Attention: B. H. Woodruff

Gentlemen:

On December 2, 1942, you filed with the State Highway Commission your claim against Mr. A. Milne, contractor for the construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, Oregon, being state highway contract No. 2451. We acknowledged receipt of the same and suggested that you file your claim with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is inclosed.

The Highway Commission does not know the merits of your claim and does not assume any responsibility with respect to the payment thereof. However, as a matter of courtesy, you are advised that the Commission proposes to make final settlement with the contractor for the performance of this contract on or after February 20, 1943.

This notice is given you so that you may have an opportunity to take such steps as you may deem advisable to protect your interest.

Our records disclose that this project was completed by the contractor on August 19, 1942, and was accepted by formal action of the State Highway Commission on December 18, 1942.

Very truly yours,

HBG:AM

Secretary

RECEIVED
FEB 17 194
FOR FILING

182-15-1

February 16, 1943

A. Leschen & Sons Rope Co.
914 N. W. 14th Avenue
Portland, Oregon

Gentlemen:

On October 6, 1941, you filed with the Secretary of State your claim against Mr. A. Milne, contractor for the construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, Oregon, state highway contract No. 2451.

The Highway Commission does not know the merits of your claim and does not assume any responsibility with respect to the payment thereof. However, as a matter of courtesy, you are advised that the Commission proposes to make final settlement with the contractor for the performance of this work on or after February 20, 1943.

This notice is given you so that you may have an opportunity to take such steps as you may deem advisable to protect your interest.

Our records disclose that this project was completed on August 19, 1942, and was accepted by formal action of the State Highway Commission on December 18, 1942.

Very truly yours,

HBG:AM

Secretary

RECEIVED
FEB 17
FOR FILING

182-D-1

February 16, 1943

Moty & Van Dyke, Inc.
Klamath Falls, Oregon

Gentlemen:

On March 7, 1942, you filed with the State Highway Commission your claim against Mr. A. Milne, contractor for the construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, Oregon, being state highway contract No. 2451. We acknowledges receipt of the same and suggested that you file your claim with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is inclosed.

The Highway Commission does not know the merits of your claim and does not assume any responsibility with respect to the payment thereof. However, as a matter of courtesy, you are advised that the Commission proposes to make final settlement with the contractor for the performance of this contract on or after February 20, 1943.

This notice is given you so that you may have an opportunity to take such steps as you may deem advisable to protect your interest,

Our records disclose that this project was completed by the contractor on August 19, 1942, and was accepted by formal action of the State Highway Commission on December 18, 1942.

Very truly yours,

HBG:AM

Secretary

RECEIVED
FEB 17 1943
FOR FILING

182-E-1

February 16, 1943

Pacific Machinery & Tool Steel Co.
630 S. E. Belmont Street
Portland, Oregon

Attention: W. T. Williamson, Credit Manager

Gentlemen:

On January 13, 1942, you filed with the Secretary of State your claim against Mr. A. Milne, contractor for the construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, Oregon, being state highway contract No. 2451.

The Highway Commission does not know the merits of your claim and does not assume any responsibility with respect to the payment thereof. However, as a matter of courtesy, you are advised that the Commission proposes to make final settlement with the contractor for the performance of this work on or after February 20, 1943.

This notice is given you so that you may have an opportunity to take such steps as you may deem advisable to protect your interest.

Our records disclose that this project was completed by the contractor on August 19, 1942, and was accepted by formal action of the State Highway Commission on December 18, 1942.

Very truly yours,

Secretary

HBG:AM

RECEIVED
FEB 1
FOR FILING

182-D-1

February 16, 1943

Pendleton Auto Parts, Inc.
405 East Court Street
Pendleton, Oregon

Attention: L. A. Whiteman, Bookkeeper

Gentlemen:

On March 19, 1942, you filed with the Secretary of State your claim against Mr. A. Milne, contractor for the construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, Oregon, being state highway contract No. 2451.

The Highway Commission does not know the merits of your claim and does not assume any responsibility with respect to the payment thereof. However, as a matter of courtesy, you are advised that the Commission proposes to make final settlement with the contractor for the performance of this work on or after February 20, 1943.

This notice is given you so that you may have an opportunity to take such steps as you may deem advisable to protect your interest.

Our records disclose that this project was completed on August 19, 1942, and was accepted by formal action of the State Highway Commission on December 18, 1942.

Very truly yours,

Secretary

HBG:AM

RECEIVED
FEB 1
FOR

182-D-1

February 16, 1943

M. R. Senter Tool Service
1040 S. E. Ninth Avenue
Portland, Oregon

Attention: M. R. Senter, Manager

Gentlemen:

On June 3, 1942, you filed with the Secretary of State your claim against Mr. A. Milne, contractor for the construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, Oregon, being state highway contract No. 2451.

The Highway Commission does not know the merits of your claim and does not assume any responsibility with respect to the payment thereof. However, as a matter of courtesy, you are advised that the Commission proposes to make final settlement with the contractor for the performance of this work on or after February 20, 1943.

This notice is given you so that you may have an opportunity to take such steps as you may deem advisable to protect your interest.

Our records disclose that this project was completed on August 19, 1942, and was accepted by formal action of the State Highway Commission on December 18, 1942.

Very truly yours,

HBG:AM
Secretary

RECEIVED
FEB 17 1943
FOR FILING

182-B-1

February 16, 1943

Mr. L. P. Stubblefield
4123 N. E. 31st Avenue
Portland, Oregon

Dear Sir:

On February 6, 1943, you filed with the State Highway Commission your claim against Mr. A. Milne, contractor for the construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, Oregon, being state highway contract No. 2451. We acknowledged receipt of the same and suggested that you file your claim with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws 1939, a mimeographed copy of which is inclosed.

The Highway Commission does not know the merits of your claim and does not assume any responsibility with respect to the payment thereof. However, as a matter of courtesy, you are advised that the Commission proposes to make final settlement with the contractor for the performance of this contract on or after February 20, 1943.

This notice is given you so that you may have an opportunity to take such steps as you may deem advisable to protect your interest.

Our records disclose that this project was completed by the contractor on August 19, 1942, and was accepted by formal action of the State Highway Commission on December 18, 1942.

Very truly yours,

HBG:AM

Secretary

RECEIVED
FEB 17 1943
FOR FILING

182-B-1

February 16, 1943

The Texas Company
600 Republic Building
Seattle, Washington

Attention: W. A. Smith, Credit Manager

Gentlemen:

On April 3, 1942, you filed with the Secretary of State your claim against Mr. A. Milne, contractor for the construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, Oregon, being state highway contract No. 2451.

The Highway Commission does not know the merits of your claim and does not assume any responsibility with respect to the payment thereof. However, as a matter of courtesy, you are advised that the Commission proposes to make final settlement with the contractor for the performance of this work on or after February 20, 1943.

This notice is given you so that you may have an opportunity to take such steps as you may deem advisable to protect your interest.

Our records disclose that this project was completed on August 19, 1942, and was accepted by the formal action of the State Highway Commission on December 18, 1942.

Very truly yours,

Secretary

HBG:AM

RECEIVED
FEB 17 1943
FOR FILING

182-D-1

February 16, 1943

Truscon Steel Company
2139 North Kerby Avenue
Portland, Oregon

Attention: C. W. Anderson, District Sales Manager

Gentlemen:

On January 27, 1942, you filed with the Secretary of State your claim against Mr. A. Milne, contractor for the construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, Oregon, being state highway contract No. 2451.

The Highway Commission does not know the merits of your claim and does not assume any responsibility with respect to the payment thereof. However, as a matter of courtesy, you are advised that the Commission proposes to make final settlement with the contractor for the performance of this work on or after February 20, 1943.

This notice is given you so that you may have an opportunity to take such steps as you may deem advisable to protect your interests.

Our records disclose that this project was completed on August 19, 1942, and was accepted by formal action of the State Highway Commission on December 18, 1942.

Very truly yours,

Secretary

HBG:AM

RECEIVED
JAN 23 1964
FOR FILING
183-01
2451

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

February 15, 1943
Salem, Oregon

Subject:

To: Mr. H. B. Glaisyer,

Office.

Re contract No. 2451

Dear Mr. Glaisyer:

You ask in your letter of February twelfth for advice concerning the making of final payment under the above contract, notwithstanding the fact that there are outstanding, and, so far as the Highway Commission knows, unpaid claims against the contractor.

It is my understanding that in previous like instances the Commission has notified the surety company of its readiness to make final payment on the contract, but in connection with that notice of final payment the surety has been notified of outstanding claims and the surety company has been required to consent to the making of final payment notwithstanding the outstanding claims.

In this instance, since some of these claims are quite large and since some of them may be claims for which the surety company is not liable but for which the contractor is liable, I think it might be well, since the claimants have filed notice of their claims with the State, to likewise notify the claimants that the job is completed and the Commission is prepared to make final settlement on the job. I think in that notice I would advise the claimants the date upon which the Commission proposes to make final settlement, then if no attachments are filed and if nothing is done by that time I think the Commission will be at liberty to make final settlement.

Yours very truly,

JMD

J. M. DEVERS

JMD:PW

Made copy
L

HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Gentlemen:

You brought to the attention of the State Highway Commission information that you have a claim against A. Milne who hold contract No. 2451 with the state for surfacing and oiling the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

The Commission does not know the merits of your claim and does not assume any responsibility with respect to its payment. However, as a matter of courtesy, you are advised that the Commission proposes to make final settlement with the contractor on or after February 20, 1943.

This notice is given you so that you may take such steps as you may deem best in your best interest.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

JMD:AM

Dictated by Mr. Devers
and substantially approved 2/15/43
HBG

RECEIVED
FEB 11 194
FOR FILING

[illegible]-19-1

February 10, 1943

United States Fidelity & Guaranty Co.
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2451 for construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, has been completed by the contractor, A. Milne, and that final settlement, in the amount of $3,575.06, will be made on or after February 20, 1943. This payment will be made to the United States Fidelity & Guaranty Company.

There are claims filed against this project, of which you have been previously notified, aggregating $14,303.99.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $119,747.80 and that no force account work was performed therein.

This contract was completed on August 19, 1942, and was accepted by the State Highway Commission on December 18, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
A. L. MONSON

RECEIVED
FEB 10 1943
FOR FILING

182-19-1

REFERRED TO
Miss Monson
BY SECRETARY

note on card
noted by Mrs Smith

February 9, 1943

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

This letter is simply to inform you that we have today received notification from Mr. L. P. Stubblefield, Portland, that he has a claim against A. Milne's contract for the grading, surfacing and oiling of the Long Creek-Fox Section of the Pendleton-John Day Highway, state highway contract No. 2451. This is a claim for labor, but the amount thereof is not stated.

Mr. Stubblefield's address is 4123 N. E. 31st Avenue, Portland, Oregon.

Very truly yours,

Secretary

NBC:RS

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
A. L. MONSON

February 9, 1943

Mr. L. P. Stubblefield
4123 N. E. 31st Ave.
Portland, Oregon

Dear Sir:

Reply is made to your letter of February 6, with regard to filing a claim against A. Milne's contract for work on the Pendleton-John Day Highway, in Grant County.

The law prescribes the procedure for the filing of claims against state highway contractors. A mimeographed excerpt of the law is enclosed for your information and guidance.

In connection with all state highway contracts the successful bidder is required to furnish the state with a surety bond for the protection of claimants. Such a bond was furnished by Mr. Milne in connection with the contract to which you refer and which is described as state highway contract No. 2451 for the grading, surfacing and oiling of the Long Creek-Fox Section of the Pendleton-John Day Highway. This bond was written by the United States Fidelity and Guaranty Company, whose offices are in the Bedell Building, Portland.

You will note that the law provides that claimants shall file notices of their claims with the Secretary of State prior to the expiration of six months from the date of completion of the contract, and the acceptance of same by the State Highway Commission, provided the claim arises out of a state highway contract under the supervision of the State Highway Commission. The filing of the claim in this manner will hold the bond liable indefinitely if the claim is a legitimate one against the contract, but it does not guaranty payment of the claim, so if you fail to secure satisfaction from the contractor, then it will be necessary for you to take action against the bond.

I would suggest that you file notice of your claim with the bonding company and also file it with the Secretary of State, in the form substantially as suggested in the enclosed excerpt. If you do not secure satisfaction it will be necessary for you to bring suit.

According to our records, this job was completed on August 19, 1942, and was accepted by the State Highway Commission on December 18, 1942, so it will be necessary for you to file your claim with the Secretary of State on or before June 18, 1943. Otherwise you could not hold the bond responsible and liable.

It will not be necessary for you to secure the services of an attorney to file your claim with the bonding company or the Secretary of State, but, of course, you will want the services of an attorney if you have to sue.

I note that part of your claim is against the state contract and part of it is against the adjoining contract which is under the supervision of the Public Roads Administration. In view thereof it will be necessary for you to segregate the claim between the two jobs, inasmuch as the bond furnished in connection with the state job cannot be held responsible or liable for claims arising out of the other contract. This office is not advised as to who wrote the bond in connection with the government job, but you can obtain such information and secure additional advice by filing another claim with the Public Roads Administration, whose offices are in the New Post Office Building, Portland.

In accordance with our usual practice I am today advising the bonding company that you have a claim against Mr. Milne. This is not a formal notification, but is simply to inform them that there is an outstanding claim against the job, and you should follow it up with your own notice of claim in detail.

Trusting that you will secure satisfaction of your claim in the not distant future, I remain

Very truly yours,

Secretary

HBC:RS
enc.

February 6, 1943.

Oregon State Highway Commission,
Salem, Oregon.

ANSWERED
H. B. GLAISYER

Gentlemen:

I wish to file a labor lien for work on the Pendleton-John Day highway, Grant County, Long Creek-Fox section, grading and surfacing awarded to A. Milne April 4, 1941.

I would like to know how to go about doing this and the latest date it can be filed. Have you a regular form to fill out or will I have to see an attorney? Also, I would like to know the completion date. The adjoining job was a B.P.R. job. Part of the time work was being done at both places at the

RECEIVED
FEB 8 - 1943
OREGON
STATE HIGHWAY COMMISSION

same time. Will my salary have to be prorated to each job, or will I have to give segregated dates? My salary was by the month, straight time.

Thanking you very much, I remain

Yours respectfully,
L. P. Stubblefield
4123 N.E. 31st Ave.
Portland, Oregon

By V.D.

RECEIVED
JAN 2 C 1943
FOR FILING

182-D-1

January, 21, 1943

United States Fidelity
and Guaranty Company,
Joseph A. Boyce, Local Mgr.,
Bedell Building,
Portland, Oregon

Copy for
Ore St Highway

Gentlemen:

At the suggestion of the Oregon State Highway Commission, Salem, Oregon we are hereby advising you that the Milne Construction Company is indebted to us in the amount of $ 168.79 for labor and material furnished by us directly in connection with the contract of the Milne Construction Company, Contract # 2451 with the State Highway Commission for grading, surfacing and oiling the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

Please advise us if you will protect us under the bond or if it will be neccessary for us to bring suit to collect the amount due us.

Yours very truly,

JOHN DAY MOTOR COMPANY

By ______________
B. H. Woodruff

noted
ans 1/26/43

REFERRED TO
Miss [illegible]
BY SECRETARY

you may already have this on the card -

Recorded on card Dec 2, 1942
G. M.

RECEIVED
JAN 11 1943
FOR FILING

182-15-1

January 9, 1943

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 18, 1942, granted you the additional extension of time requested, from June 30 to August 19, 1942, without penalty, in connection with contract No. 2451, Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

cc - Paul Van Scoy

RECEIVED
DEC 30 1942
FOR FILING

R2-B-1

December 30, 1942

Union Oil Company of California
Yeon Building
Portland, Oregon

Attention: W. S. Newton, District Credit Supervisor

Gentlemen:

This acknowledges receipt of your letter of December 29, 1942, requesting information concerning A. Milne's contract, No. 2451.

This contract was completed on August 19, 1942, and was accepted by the State Highway Commission on December 18, 1942. I can not state at this writing just when final payment will be made inasmuch as it is being held up pending execution of a price agreement covering a cement adjustment.

Very truly yours,

AM

Secretary

Union Oil Company of California

YEON BUILDING
PORTLAND, OREGON

December 29, 1942

Oregon State Highway Commission
Salem, Oregon

Mr. H. B. Glaisyer, Secretary

A. MILNE CONSTRUCTION CO.
Contract #2451

Will you please inform us at your earliest convenience the date that this contract was accepted and then the final payment will be made?

Enclosed is an envelope for your convenience in replying. Thank you.

W S Newton
District Credit Supervisor

wsn:eac
Enclosure

RECEIVED
DEC 30 1942
STATE HIGHWAY COMMISSION

FORM 401 P 8-42 2M
PRINTED IN U. S. A.

December 12, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

This is to advise you that a claim, in the amount of $168.79, has been filed in this office by the John Day Motor Company against the bond taken from A. Milne in connection with state highway contract No. 2451, Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

Very truly yours,

AB

Secretary

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

December 7, 1942

John Day Motor Company
John Day, Oregon

Attention: B. H. Woodruff

Gentlemen:

This acknowledges your letter of December 2, 1942, advising us of your claim in the amount of $168.79 against Milne Construction Company and representing the balance due you for material and labor furnished Milne Construction Company in connection with its contract No. 2451 with the State Highway Commission for grading, surfacing and oiling the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

In connection with all state highway contracts, the successful bidder is required to furnish the state with a surety bond for the protection of claims. Such a bond was furnished by the Milne Construction Company in connection with this job. The bond was written by the United States Fidelity & Guaranty Company for whom Joseph A. Boyce is local manager with offices in the Bedell Building, Portland. I would suggest that you present your claim to the bonding company with full facts in regard thereto. I am sure that the company will give it due consideration.

In the event that you secure no satisfaction by so doing, then you still have recourse to action in the courts and in that event you should file a notice of your claim with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is inclosed.

It is contrary to the policy of the State Highway Commission to withhold moneys due contractors on account of claims unless the claims amount to a considerable sum and in such instances the funds are retained for disposition by the courts.

According to our records this contract was completed on August 19, 1942, but has not as yet been formally accepted by the State Highway Commission.

I note in the last paragraph of your letter that Mr. Milne promised to pay your claim last week. Our usual practice is to notify the surety when a claim is filed in this office. However, in this particular instance we will not do so until the latter part of this week so as to give Mr. Milne an opportunity to take care of the account. If we have not heard from you before the end of this week that your claim has been satisfied we will then follow our usual procedure and notify the bonding company.

Very truly yours,

HBG:AM

Secretary

Sales FORD Service

JOHN DAY MOTOR CO.
LLOYD A. OGILVIE, Owner

Ford
MERCURY 8

WATCH THE FORDS GO BY
JOHN DAY, OREGON

Lincoln Zephyr V-12

December, 2, 1942

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

The Milne Construction Company had a contract for highway construction on Highway # 395 between Fox and Long Creek, and for some highway work a short distance South of Fox.

While they were on the highway job we extended them credit for material and labor on the units that they used on the job.

They are owing us a balance of $ 168.79 for material and labor on units used on the highway job as indicated above.

Although they have received itimized statements and we have written them and sent them telegrams asking for their remittance, we have not received payment nor have we received any reply to our letters or telegrams.

Naturally we are concerned because we have not received payment and we shall be highly appreciative if we may have your assistance in securing settlement of our account. It is our understanding that you hold back a certain percent of sums due road contractors for the protection of those they owe, providing the amounts owing are for materials or labor in connection with the highway jobs.

Just a few moments ago we telephoned to Milne Construction Company, Portland and talked to Mr. Milne, who promised to send us the $ 168.79 this week. If our protection through the Highway Commission will not be jeopardized by doing so, this matter may be held in abeyance in your office until next week. Many thanks for your assistance in this matter.

Yours very truly,
JOHN DAY MOTOR COMPANY
By D. H. Woodruff

ANSWERED
H. B. GLAISYER

RECEIVED
DEC 7 - 1942
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 16 1942
FOR FILING

182-D-1

November 16, 1942

United States Fidelity & Guaranty Company
Raymond C. Weiss
Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $2969.13, which has been filed in the office of the Secretary of State by Beall Pipe & Tank Corporation, against the bond taken from A. Milne, in connection with state highway contract No. 2451, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
A. L. MONSON

November 16, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of November 13, 1942, enclosing copies of a claim in the amount of $2969.13, which has been filed in your office by the Beall Pipe & Tank Corporation, against the bond taken from A. Milne, in connection with state highway contract No. 2451, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

REFERRED TO

NOTED
A. L. [illegible]

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November [illegible], 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. [illegible]

There are enclosed for your information and files, three copies of a notice of claim by [illegible] for $[illegible] against [illegible] A. [illegible] Construction Company, principal, and [illegible] Company, surety, for work on the [illegible] Section of the [illegible] Highway, which was received and filed today. From their letter, I understand that you have already received copies of their invoices.

Please acknowledge receipt of the copies in order that our files may be complete.

Very truly yours,

Earl Snell
Secretary of State

:IC
Encs 3

REFERRED TO
Miss Monson
BY SECRETARY
prepare usual letters

RECEIVED
NOV 1 [illegible] 1942
STATE HIGHWAY COMMISSION

COPY

TO

United States Fidelity and Guaranty Company,
Bedell Building,
Portland, Oregon

Earl Snell,
Secretary of State,
Salem, Oregon

A. Milne, or
A. Milne Construction Co.
7253 N.E. Broadway
Portland, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, BEALL PIPE AND TANK CORPORATION, of Portland, Oregon, has a claim in the sum of TWO THOUSAND NINE HUNDRED SIXTY NINE and 13/100 ($2,969.13) DOLLARS, against A. Milne and/or A.Milne Construction Company of Portland, Oregon, and against the United States Fidelity and Guaranty Company, with offices in the Bedell Building, Portland, Oregon (said United States Fidelity and Guaranty Copany being surety on the bond furnished by the said A.Milne and/or A.Milne Construction Copany), for materials furnished by the said Beall Pipe and Tank Corporation for we on the Long Creek-Fox Section of the Pendeton-John Day Highway, Federal Aid Project 182-D (1) in Grant County, State of Oregon, which materials consisted of Corrugated Culvert covered by

Inv. #52361	of May 13, 1941 for	$1,143.73
Inv. 52487	of May 23, 1941 for	1,248.54
Inv. 52488	of May 28, 1941 for	505.67
Inv. 53377	of Aug. 11, 1941 for	10.35
Inv. 53484	of Aug. 20, 1941 for	20.70
Inv. 54005	of Oct. 7, 1941 for	40.14
	Total	$2,969.13;

certified copies of said invoices being hereto attached and made a part of this claim; that all of said invoices are still due and unpaid, and no part of same has been paid to the said Beall Pipe and Tank Corporation, and that said sum of Two Thousand Nine Hundred Sixty-nine and 13/100 ($2,969.13) Dollars is now and at this date all due, owing and payable to the said Beall Pipe and Tank Corporation of Portland, Oregon.

Dated at Portland, Oregon, this 2nd day of November, 1942.

BEALL PIPE AND TANK CORPORATION

By F. V. Romig
Vice-President

Subscribed and sworn to before me by F.V. Romig this 2nd day of November, 1942.
(SEAL)

Ursula M. Hirte
Notary Public for Oregon

Notary Public in and for the State of Oregon
My commission expires May 21st, 1946.

Endorsed: File 3073
Filed November 13, 1942

RECEIVED
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FOR FILING

182-D-1

November 6, 1942

Beall Pipe & Tank Corporation
1945 N. Columbia Boulevard
Portland, Oregon

Gentlemen:

Your letter of November 2, 1942, addressed to the Oregon State Board of Control, with copies inclosed of your claim in the amount of $2,969.13, against A. Milne in connection with state highway contract No. 2451 for construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, has been referred to this office for handling. We are today making notation of your claim in our records of this contract.

In order to hold the bond furnished by Mr. Milne, in connection with this contract, responsible and liable for the payment of your claim, you should file your claim in the office of the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is inclosed. You will note that, in order to hold the bond responsible and liable, your claim must be filed prior to the expiration of a period of six months from date of completion of the contract and acceptance of the same by the State Highway Commission.

This contract was completed on August 19, 1942, but has not as yet been accepted by the State Highway Commission.

For your future information, I might add that all claims against contractors should be filed with the Secretary of State, with a carbon copy to this office, rather than with the Board of Control. In view of this, I have receipted the carbon copy of your letter and am returning it to you herewith, as requested.

Very truly yours,

Secretary

AM

NOTED
A. L. MORSON

November 6, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

This is to advise you that a claim, in the amount of $2,969.13, has been filed in this office by the Beall Pipe & Tank Corporation against the bond taken from A. Milne in connection with contract No. 2451 for construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

This information is given you since you appear as surety on the bond furnished by Mr. Milne in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

TRADE BEALL MARK

BEALL PIPE AND TANK CORPORATION

PORTLAND, OREGON

November 2, 1942

Oregon State Board of Control,
Oregon State Highway Department,
Salem, Oregon

Gentlemen:

Enclosed is copy of claim we wish filed in your office against any funds which may be due A. Milne, or A. Milne Construction Company of Portland, Oregon, in connection with his contract on the Long Creek-Fox Section of the Pendleton-John Day Highway, Federal Aid Project 182-D(1) in Grant County, Oregon.

Please acknowledge receipt of this claim on the attached copy of this letter and return to us.

Yours truly,

BEALL PIPE & TANK CORPORATION

Vice-President

LBA

REFERRED TO
Miss [illegible]
BY SECRETARY

RECEIVED
NOV 6 - 1942
OREGON
STATE HIGHWAY COMMISSION

TO

United States Fidelity and Guaranty Company,
Bedell Building,
Portland, Oregon

Oregon State Board of Control,
Oregon State Highway Department,
Salem, Oregon

A. Milne, or
A. Milne Construction Co.
7253 N E Broadway,
Portland, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, BEALL PIPE AND TANK CORPORATION, of Portland, Oregon, has a claim in the sum of TWO THOUSAND NINE HUNDRED SIXTY NINE and 13/100 ($2,969.13) DOLLARS, against A. Milne and/or A. Milne Construction Company of Portland, Oregon, and against the United States Fidelity and Guaranty Company, with offices in the Bedell Building, Portland, Oregon (said United States Fidelity and Guaranty Company being surety on the bond furnished by the said A. Milne and/or A. Milne Construction Company), for materials furnished by the said Beall Pipe and Tank Corporation for use on the Long Creek-Fox Section of the Pendleton-John Day Highway, Federal Aid Project 182-D(1) in Grant County, State of Oregon, which materials consisted of Corrugated Culvert covered by

Inv. #52361	of May 13, 1941	for $1,143.73
Inv. 52487	of May 23, 1941,	for 1,248.54
Inv. 52488	of May 28, 1941,	for 505.67
Inv. 53377	of Aug. 11, 1941,	for 10.35
Inv. 53484	of Aug. 20, 1941,	for 20.70
Inv. 54005	of Oct. 7, 1941,	for 40.14
	Total	$2,969.13;

certified copies of said invoices being hereto attached and made a part of this claim; that all of said invoices are still due and unpaid, and no part of same has been paid to the said Beall Pipe and Tank Corporation, and that said sum of Two Thousand Nine Hundred Sixty-nine and 13/100 ($2,969.13) Dollars is now and at this date all due, owing and payable to the said Beall P ipe and Tank Corporation of Portland, Oregon.

Dated at Portland, Oregon, this 2nd day of November, 1942.

BEALL PIPE AND TANK CORPORATION
By
Vice-President

Subscribed and sworn to before me by F. V. Romig this 2nd day of November, 1942.

Ursula M. Hirte
Notary Public for Oregon
NOTARY PUBLIC IN AND FOR THE STATE OF ORE...
MY COMMISSION EXPIRES MAY 21st. 1946.

MONTHLY STATEMENT

BEALL PIPE & TANK CORPORATION

OFFICE AND FACTORY
1945 N. COLUMBIA BLVD.
TELEPHONE MURDOCK 1151

PORTLAND (KENTON STATION) OREGON

November 2, 1942

A. Milne, or
A. Milne Construction Co.
7253 N E Broadway,
Portland, Oregon

TERMS: NET CASH 30 DAYS. 6 PER CENT INTEREST CHARGED ON ALL PAST DUE ACCOUNTS. ACCOUNTS NOT PAID WHEN DUE ARE SUBJECT TO SIGHT DRAFT WITHOUT FURTHER NOTICE.

1941					
May	13	Inv.	#52361	- Culvert	$1143.73
May	23	"	52487	"	1248.54
May	28	"	52488	"	505.67
Aug.	11	"	53377	"	10.35
Aug.	20	"	53484	"	20.70
Oct.	7	"	54005	"	40.14
					$2969.13

This statement is sent in accordance with our regular custom. If found correct, please remit promptly the amount due. This statement is not a demand for settlement of accounts not due. If any error is discovered, please notify us promptly. The endorsement on your check is your receipt. No other receipt will be sent unless specifically requested.

FORM 10

INVOICE

BEALL PIPE & TANK CORPORATION
1945 N. Columbia Blvd.
PORTLAND, (Kenton) OREGON
PHONE MU 1151

"If Made of Metal, Let Beall Make It"

CORRUGATED CULVERTS
IRRIGATION FLUME AND PIPE
SIPHONS
IRRIGATION GATES
DRAINAGE GATES

OUR INVOICE NO. 52361
OUR ORDER NO. 5246
DATE May 13, 1941
SOLD TO A. Milne
ADDRESS Portland, Oregon

NOVEMBER 2, 1942

CREDIT

AMOUNT

ALL CLAIMS FOR SHORTAGE MUST BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

FORM 10

INVOICE

BEALL PIPE & TANK CORPORATION

1945 N. Columbia Blvd. PORTLAND, (Kenton) OREGON
PHONE MU 1151

"If Made of Metal, Let Beall Make It"

CORRUGATED CULVERTS
IRRIGATION FLUME AND PIPE
SIPHONS
IRRIGATION GATES
DRAINAGE GATES
SLIDE GATES
TANKS AND TROUGHS
WELL CURBING
GRAIN BINS
SMOKE STACKS
HEIL HOISTS AND DUMP BODIES
TRAILERS AND TRUCK TANKS
METAL PRODUCTS

DATE May 13, 1941

OUR INVOICE NO. 52361
OUR ORDER NO. 5246
YOUR ORDER NO.
DATE SHIPPED 5-13-41
F. O. B. Job
TERMS 10% 60 days

SOLD TO A. Milne
ADDRESS Portland, Oregon
SHIPPED TO Same on Job
ADDRESS Between Fox and Long Creek, Oregon
ROUTED Our Truck
CAR INITIAL AND NO.

8 PER CENT INTEREST ON ALL PAST DUE ACCOUNTS

	DESCRIPTION	QUANTITY	RATE	AMOUNT
	C/B STEEL CULVERT - Asphalt Coated - Oregon State Spec. Inspection before and after dipping Job - Long Creek-Fox Section of Pendleton-John Day Highway F.A.P. 182-D(1) in Grant County			
284'	of 16 ga. 12" dia. Culvert	284'	1.32 ft.	374.88
306'	of 16 ga. 18" dia. Culvert	306'	1.91 ft.	584.46
54'	of 14 ga. 24" dia. Culvert	54'	3.01 ft.	162.54
29	only 18" dia. Conn. Bands 16 ga. 12" wide	29	2.71 ea.	78.59
1	only 24" dia. Conn. Bands 16 ga. 12" wide	1	3.46 ea.	3.46
				$1203.93
		Less 5% Discount		60.20
				$1143.73

- - - - - - - - - -

Certified to be a true and complete copy of our
Inv. #52361 of May 13, 1941, to A. Milne.
BEALL PIPE & TANK CORPORATION
Portland, Oregon
November 2, 1942
L. B. Ashton
Cashier

ALL CLAIMS FOR SHORTAGE MUST BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

FORM 10

INVOICE

BEALL PIPE & TANK CORPORATION

1945 N. Columbia Blvd.
PORTLAND, (Kenton) OREGON
PHONE MU 1151

"If Made of Metal, Let Beall Make It"

CORRUGATED CULVERTS
IRRIGATION FLUME AND PIPE
SIPHONS
IRRIGATION GATES
DRAINAGE GATES
SLIDE GATES
TANKS AND TROUGHS
WELL CURBING
GRAIN BINS
SMOKE STACKS
HEIL HOISTS AND DUMP BODIES
TRAILERS AND TRUCK TANKS
METAL PRODUCTS

DATE May 23, 1941

OUR INVOICE NO. 52487
OUR ORDER NO. 5377
YOUR ORDER NO.
DATE SHIPPED 5-23-41
F. O. B. Job
TERMS 10% 60 days

SOLD TO A. Milne
ADDRESS Portland, Oregon
SHIPPED TO Same on Job
ADDRESS Between Fox and Long Creek, Oregon
ROUTED Our Truck - With that on Inv. 52488
CAR INITIAL AND NO.

6 PER CENT INTEREST ON ALL PAST DUE ACCOUNTS

	DESCRIPTION	QUANTITY	RATE	AMOUNT
	C/B STEEL CULVERT - Asphalt Coated - Oregon State Spec. Inspection before and after Dipping. Job - Long-Creek-Fox Section of Pendleton-John Day Highway F.A.P. 182-D(1) in Grant County			
182'	of 16 ga. 12" dia. Culvert	182'	1.32 ft.	240.24
524'	of 16 ga. 18" dia. Culvert	524'	1.91 ft.	1000.84
27	only 18" dia. Conn. B ands 16 ga. 12" wide	27	2.71 ea.	73.17
				$1314.25
		Less 5% Discount		65.71
				$1248.54

- - - - - - - - - - - -

Certified to be a true and complete copy of our
Inv. # 52487 of May 23, 1941, to A. Milne.
BEALL PIPE & TANK CORPORATION
Portland, Oregon,
November 2, 1942
L. B. Ashton
Cashier

ALL CLAIMS FOR SHORTAGE MUST BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

FORM 10

INVOICE

BEALL PIPE & TANK CORPORATION

1945 N. Columbia Blvd.
PORTLAND, (Kenton) OREGON
PHONE MU 1151

BEALL

"If Made of Metal, Let Beall Make It"

CORRUGATED CULVERTS
IRRIGATION FLUME AND PIPE
SIPHONS
IRRIGATION GATES
DRAINAGE GATES
SLIDE GATES
TANKS AND TROUGHS
WELL CURBING
GRAIN BINS
SMOKE STACKS
HEIL HOISTS AND DUMP BODIES
TRAILERS AND TRUCK TANKS
METAL PRODUCTS

DATE May 28, 1941

OUR INVOICE NO. 52488
OUR ORDER NO. 5440
YOUR ORDER NO.
DATE SHIPPED 5-23 & 5-28-41
F.O.B. Job
TERMS 10% 60 days

SOLD TO A. Milne
ADDRESS Portland, Oregon
SHIPPED TO Same on Job
ADDRESS Between Fox and Long Creek, Oregon
ROUTED Our Truck and Cons. Freightways
CAR INITIAL AND NO.

8 PER CENT INTEREST ON ALL PAST DUE ACCOUNTS

	DESCRIPTION	QUANTITY	RATE	AMOUNT
	C/B STEEL CULVERT - Asphalt Coated - Ore. State Specifications - Inspection before and after Dipping			
	Job - Long Creek-Fox Section of Pendleton-John Day Highway F.A.P. 182-D(1) in Grant County			
140'	of 16 ga. 12" dia. Culvert	140'	1.32 ft.	184.80
102'	of 16 ga. 18" dia. Culvert	102'	1.91 ft.	194.82
50'	of 16 ga. 8" dia. Culvert (perforated)	50'	.99 ft.	49.50
1	only 8" dia. Conn. Band 16 ga. 7" wide	1	1.40 ea.	1.40
1	only 12" dia. Conn. Band 16 ga. 7" wide	1	1.59 ea.	1.59
11	only 18" dia. Conn. Bands 16 ga. 12" wide	11	2.71 ea.	29.81
	Following Shipped via Cons. Freightways			
34'	of 16 ga. 18" dia. Culvert	34'	1.91 ft.	64.94
2	only 18" dia. Conn. Bands 16 ga. 12" wide	2	2.71 ea.	5.42
				532.28
			Less 5%	26.61
				$505.67

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Certified to be a true and complete copy of our
Inv. #52488 of May 28, 1941, to A. Milne.
BEALL PIPE & TANK CORPORATION
L. B. Ashton
Cashier

Portland, Oregon,
November 2, 1942

ALL CLAIMS FOR SHORTAGE MUST BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

FORM 10

INVOICE

BEALL PIPE & TANK CORPORATION

1945 N. Columbia Blvd. PORTLAND, (Kenton) OREGON
PHONE MU 1151

"If Made of Metal, Let Beall Make It"

CORRUGATED CULVERTS
IRRIGATION FLUME AND PIPE
SIPHONS
IRRIGATION GATES
DRAINAGE GATES
SLIDE GATES
TANKS AND TROUGHS
WELL CURBING
GRAIN BINS
SMOKE STACKS
HEIL HOISTS AND DUMP BODIES
TRAILERS AND TRUCK TANKS
METAL PRODUCTS

DATE Aug. 11, 1941

OUR INVOICE NO.	53377	SOLD TO	A. Milne
OUR ORDER NO.	6461	ADDRESS	Portland, Oregon
YOUR ORDER NO.		SHIPPED TO	Same
DATE SHIPPED	8-11-41	ADDRESS	Long Creek, Oregon
F. O. B.	Our Plant	ROUTED	Auto Freight and Stage
TERMS	10% 60 days	CAR INITIAL AND NO.	

6 PER CENT INTEREST ON ALL PAST DUE ACCOUNTS

	DESCRIPTION	QUANTITY	RATE	AMOUNT
	C/B STEEL CULVERT - Dipped - Ore. State Spec.			
	Job - Long Creek-Fox Section of Pendleton-John Day Highway F.A.P. 182-D(1) - In Grant County			
4'	of 16 ga. 18" dia. Culvert	4'	1.91 ft.	7.64
1	only 18" dia. Conn. Band 16 ga. 7" wide	1	2.71 ea.	2.71
	- - - - - - - -			$10.35

Certified to be a true and complete copy of our
Inv. #53377 of Aug. 11, 1941, to A. Milne.
BEALL PIPE & TANK CORPORATION
Portland, Oregon
November 2, 1942

L. B. Ashton
Cashier

ALL CLAIMS FOR SHORTAGE MUST BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

FORM 10

INVOICE

BEALL PIPE & TANK CORPORATION

1945 N. Columbia Blvd. PORTLAND, (Kenton) OREGON
PHONE MU 1151

"If Made of Metal, Let Beall Make It"

CORRUGATED CULVERTS
IRRIGATION FLUME AND PIPE
SIPHONS
IRRIGATION GATES
DRAINAGE GATES
SLIDE GATES
TANKS AND TROUGHS
WELL CURBING
GRAIN BINS
SMOKE STACKS
HEIL HOISTS AND DUMP BODIES
TRAILERS AND TRUCK TANKS
METAL PRODUCTS

DATE Aug. 20, 1941

OUR INVOICE NO. 53484
OUR ORDER NO. 6634
YOUR ORDER NO. Phone
DATE SHIPPED 8-20-41
F. O. B. Long Creek
TERMS 10% 60 days

SOLD TO A. Milne Construction Co.
ADDRESS Portland, Oregon
SHIPPED TO Same
ADDRESS Long Creek, Oregon
ROUTED Portland Pendleton Frt. & Blue Mt. Stage
CAR INITIAL AND NO.

6 PER CENT INTEREST ON ALL PAST DUE ACCOUNTS

	DESCRIPTION	QUANTITY	RATE	AMOUNT
	C/B STEEL CULVERT - Dipped - Ore. State Spec. and Inspection before shipment. Job - Long Creek-Fox Section of Pendleton-John Day Highway F.A.P. 182-D(1) Grant County			
8'	of 16 ga. 18" dia. Culvert	8'	1.91 ft.	15.28
2	only 18" dia. Conn. Bands 16 ga. 12" wide	2	2.71 ea.	5.42
				$20.70

- - - - - - -

Certified to be a true and complete copy of our
Inv. #53484 of August 20, 1941, to A. Milne Construction Co.
BEALL PIPE & TANK CORPORATION
Portland, Oregon,
November 2, 1942
L. B. Ashton - Cashier

ALL CLAIMS FOR SHORTAGE MUST BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

FORM 10

INVOICE

BEALL PIPE & TANK CORPORATION

1945 N. Columbia Blvd.
PORTLAND, (Kenton) OREGON
PHONE MU 1151

"If Made of Metal, Let Beall Make It"

CORRUGATED CULVERTS
IRRIGATION FLUME AND PIPE
SIPHONS
IRRIGATION GATES
DRAINAGE GATES
SLIDE GATES
TANKS AND TROUGHS
WELL CURBING
GRAIN BINS
SMOKE STACKS
HEIL HOISTS AND DUMP BODIES
TRAILERS AND TRUCK TANKS
METAL PRODUCTS

DATE Oct. 7, 1941

OUR INVOICE NO. 54005
OUR ORDER NO. 8065
YOUR ORDER NO. Phone
DATE SHIPPED 10-7-41
F. O. B. Long Creek
TERMS 10% 60 days

SOLD TO A. Milne Construction Co.
ADDRESS Portland, Oregon
SHIPPED TO Same on Job - Long Creek-Fox Section
ADDRESS of Pendleton-John Day Highway
ROUTED Long Creek Auto Freight Line - Prepaid
CAR INITIAL AND NO.

6 PER CENT INTEREST ON ALL PAST DUE ACCOUNTS

	DESCRIPTION	QUANTITY	RATE	AMOUNT
	C/B STEEL CULVERT - Dipped - Ore. State Spec. and Inspection before shipment Project - F.A.P. 182-D(1) - Grant County			
1 1	pc. 16 ga. 12" dia. 12 ft. long PE) pc. 16 ga. 12" dia. 16 ft. Long PE)	28'	1.32 ft.	$36.96
2	only 12" dia. Conn. Bands 16 ga. 7"wide	2	1.59 ea.	3.18
				$40.14

- - - - - - -

Certified to be a true and complete copy of our
Inv. #54005 of Oct. 7, 1941, to A. Milne Construction Co.
BEALL PIPE & TANK CORPORATION
L. B. Ashton
Cashier

Portland, Oregon
November 2, 1942

ALL CLAIMS FOR SHORTAGE MUST BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

RECEIVED
OCT 21 1[illegible]

182-D-1

October 19, 1942.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Will you kindly concur in the extension of time from June 30, 1942 to Aug. 19, 1942, on the A. Milne Contract #2451, Long Creek-Fox Section of the Pendleton-John Day Highway. FA project #182-D1.

This is a second request. The contractor could very easily have completed the project within the limits of the extension had it not been for the scarcity of skilled labor and the difficulties encountered in securing parts and equipment. For this reason it is recommended that the extension be granted without penalty.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

182-D-1

September 8, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 182-D (1), Long Creek-Fox Section of the Pendleton-John Day Highway ______________, was made by a representative of this office on August 27, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
10 1942

Jon

RECEIVED
SEP 9 1942
FOR FILING

182-L-1

September 8, 1942

United States Fidelity & Guaranty Company
Raymond C. Weiss,
Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $6309.00, which has been filed in the office of the Secretary of State by the Balzer Machinery Company against the bond taken from A. Milne, in connection with state highway contract No. 2451, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

September 8, 1942

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 5, enclosing copies of a claim in the amount of $5309.00, which has been filed in your office by Balzer Machinery Company against the bond taken from A. Milne in connection with state highway contract No. 2451, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

am

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

September 5, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Balzer Machinery Company for $5309.00 against the bond taken from A. Milne, principal, and U.S. Fidelity & Guaranty Company, surety, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, contract No. 2451, which was received and filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

S:FO
encs. 3

RECEIVED
[illegible] - 8 1942
STATE [illegible] COMMISSION

BALZER MACHINERY COMPANY
2136 S. E. Eighth Avenue
Portland, Oregon

September 4, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned, Balzer Machinery Company, Portland, Oregon, as a claim for rental of equipment and supplies furnished in the sum of $5,309.00 against the bond furnished by United States Fidelity & Guaranty Company, Bedell Bldg., Portland, Oregon, for the work covered by Contract No. 2451 with A. Milne for grading, surfacing, oiling and bridge construction on the Long Creek-Fox section of the Pendleton-John Day Highway, in Grant County, Oregon.

Very respectfully,

BALZER MACHINERY COMPANY

Per R. L. Balzer
Manager

RLB:RR

Endorsed: File No. 3068
Filed September 5, 1942
EARL SNELL
Secretary of State

Form E-1-5M-8-41

182-B-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

REPORT NO. 45

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 22, 1942

Section Long Creek - Fox

Kind of work Grading, Surf. & Oiling

Highway Pendleton - John Day

Section prefix 12-1112

Contractor A. Milne

Contract number 2451

Date of contract April 4, 1942

Date of completion August 31, 1941

Date work started April 18, 1941

Estimated date of completion August 19, 1942

Amount of contract $115,600.80

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $115,600.80

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $9300.00, 8.0%

Date project was completed August 19, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Monday, Tuesday and Wednesday two men felled damaged trees along the project, covered oil spots along the slopes, cleaned ditches and shaped fill shoulders completing the work Wednesday, Aug. 19th.

The Contractor is now moving out his equipment.

RECEIVED
AUG [illegible] 1942

Signed N A Doole

Address John Day, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.18	9.18	2000 CY	Type 0-9	
Miles partially completed					
Miles completed	9.18	9.18	2000 CY	9.18	
Total estimated quantities	52,500 CY	44,000 Tons	2000 CY	6000 Tons 4 80 "	Agg. Oil
Estimated quantities moved or placed to date	52,500 CY	44,000 Tons	2000 CY	6000 Tons 480 "	Agg Oil
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Grant COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2						2
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., 1 - truck ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

RECEIVED
AUG 14 1942
FOR FILING

192-D-1

August 13, 1942

A. Milne Construction Company
7253 N. E. Broadway
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of August 12, transmitting three copies of assignment of claim, assigning all money due or to become due on contract No. 2451 to the United States Fidelity and Guaranty Company, 1112 Bedell Building, Portland, Oregon.

The three copies transmitted are sufficient and we will not ask you to execute a fourth copy. We have instructed our Auditing Department to prepare all future vouchers on this contract payable to the United States Fidelity and Guaranty Company.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

BD/mm

TED
DeSart

2451

A. MILNE CONSTRUCTION CO.
7253 N. E. BROADWAY
PORTLAND, OREGON

August 12, 1942

State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Mr. Glaisyer:

I am returning herewith Assignments executed by me to the United States Fidelity and Guaranty Company. Your letter of the twenty-eighth enclosing these assignments stated that four copies should be returned to your office, however only three copies were enclosed and if the fourth copy is absolutely necessary, please send me an additional copy for execution.

In the meantime I would like that the Assignment be made in full force notwithstanding that the fourth copy is at present not available for your file.

Very truly yours,

A. MILNE

By: B. Dartman

b/
encls.

Original copy of assignment filed in contract #2451 other 2 copies given to C. F. Smith
ADD.

mwd

Noted
Putnam 8/13/42

RECEIVED
AUG 13 1942

NOTED AUG [illegible]
CARL F. SMITH

July 28, 1942

REFERR[illegible] deSart BY SECRETARY

watch for assignment

check on 8-8-42

Returned 8-13-42

Mr. A. Milne
c/o Milne Construction Co.
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of July 26, 1942, received this morning, in which you advise that you have assigned to the United States Fidelity and Guaranty Company the retained percentage, in the sum of $8,670.06, on your Long Creek contract, No. 2451, and in which letter you authorize the Highway Commission to pay the final estimate for this work to the United States Fidelity and Guaranty Company.

I am sorry but we cannot honor this assignment in the form that it is written but must ask you to make the assignment on our standard form which we have prepared for this purpose. Four copies of the same are inclosed. You will note that we have prepared it to cover the assignment of all moneys due or to become due you in connection with this job. The reason for this is that we cannot split our estimate payments and do not release all of the retained percentage in any one payment.

Your July 10th estimate, in the amount of $14,194.00, is now being audited and you should receive the warrant within the next few days. We take it from your letter that this payment is not being assigned to the United States Fidelity and Guaranty Company so will mail the warrant to you direct.

The Engineer's estimate of work to be done, subsequent to July 10, is $10,397.05. This may be increased or decreased somewhat according to what the records disclose when the job is done.

Assuming that the amount is correct, there is still owing to you on this job the present retained percentage of $8,670.06, and the value of the work to be completed, $10,397.05, or a total of $19,067.11, which is the amount that will be covered by the assignment. This may be changed somewhat, as stated above, after the job is completed and the final quantities have been checked in this office.

If the assignment, as prepared, meets with your approval, will you kindly sign the same; also have it endorsed by the United States Fidelity and

7/10

LNE CONSTRUCTION CO.
7253 N. E. BROADWAY
PORTLAND, OREGON

June 26th 1942

109,421.54
8,670.06
100,751.48
7/10 - 14,194.00
to Complete 10,397.05

7-31

ay Commission,
on.

e on this date assigned to the United States
Guaranty Company our retained percentage in
$8,670.06 on the Long Creek Contract No. 2451.
ice to you of such assignment and authorization
make your final payable to the United States
Guaranty Company in their office at 1112 Bedell
ortland.

Kindly acknowledge receipt of this letter to the undersigned and the United States Fidelity and Guranty Company.

Very truly yours,
A. MILNE,
A. Milne.

ANSWERED
H. B. GLAISYER

A. MILNE CONSTRUCTION CO.
7253 N. E. BROADWAY
PORTLAND, OREGON

June 26th 1942

State Highway Commission,
Salem, Oregon.

Gentlemen:

We have on this date assigned to the United States Fidelity & Guaranty Company our retained percentage in the sum of $8,670.06 on the Long Creek Contract No. 2451. This is notice to you of such assignment and authorization for you to make your final payable to the United States Fidelity & Guaranty Company in their office at 1112 Bedell Building, Portland.

Kindly acknowledge receipt of this letter to the undersigned and the United States Fidelity and Guranty Company.

Very truly yours,
A. MILNE,

A. Milne.

ANSWERED
H. B. GLAISYER

RECEIVED
AUG 6 1942
FOR FILING

192-15-1

August 5, 1942

Dalzer Machinery Company
2136 S. E. Eighth Avenue
Portland, Oregon

Attention: R. L. Dalzer, Manager

Gentlemen:

In accordance with your letter of August 5, 1942, we advise that A. Milne has state highway contract No. 2451 for grading, surfacing, oiling and bridge construction on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

The bond in connection with this contract was furnished by the United States Fidelity and Guaranty Company through its resident agent, Raymond G. Weiss, Bedell Building, Portland.

Work on this contract will probably be completed about August 15, 1942.

We understand that Mr. Milne also has a contract with the Public Roads Administration approximately 10 miles south of our work, which is designated as project No. 34 A3 B3. For any information in regard to the bond on this work and also the status of the project, we suggest that you write the Public Roads Administration, Box 3900, Portland, Oregon

Very truly yours,

Secretary

DD:AM

NOTED
D. G. DeSart

ALZER, MANAGER
FFICE -- EAST 2143
RESIDENCE -- GARFIELD 4415

WE RENT NEW AND USED
MACHINERY WITH
PRIVILEGE OF PURCHASE

BALZER MACHINERY COMPANY
CONTRACTORS AND LOGGERS EQUIPMENT
2136 S. E. EIGHTH AVENUE
CORNER EAST EIGHTH AVENUE AND GRANT STREET
PORTLAND, OREGON

OHIO LOCOMOTIVE CRANE CO.
LOCOMOTIVE CRANES
NORTHWEST ENGINEERING CO.
POWER SHOVELS
CHICAGO PNEUMATIC TOOL CO.
AIR COMPRESSORS
PACIFIC WIRE ROPE CO.
WIRE ROPE
LIPPMANN ENGINEERING WORKS
JAW CRUSHERS

TRAYLOR ENG. & MFG. CO.
GYRATORY CRUSHERS
MURPHY DIESEL CO., LTD.
DIESEL ENGINES
J. S. MUNDY HOISTING ENGINE CO.
HOISTING EQUIPMENT
VULCAN IRON WORKS
PILE DRIVING MACHINERY
SCREEN EQUIPMENT CO.
VIBRATING SCREENS

August 4, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise us the contract number and the official designation of the contract made with Milne Construction Company, Portland, Oregon for highway work near Long Creek, Oregon, which has just been or is being finished.

We would also appreciate your giving us the name and address of the bond on this particular contract.

We would also appreciate the date the contract was made and the acceptance date, if same has been accepted.

It is our desire to file a claim for unpaid equipment rentals on this project, and we thank you in advance for the above information.

Very truly yours,
BALZER MACHINERY COMPANY
Per R. L. Balzer
Manager. By R.E.R.

RLB:RR

RECEIVED
AUG 5 - 1942
STATE HIGHWAY COMMISSION

REFERRED TO
Uechart
BY SECRETARY

prepare reply

182-1-1

Form 8580-A
7-41-8M

UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT

ROY F. SHIELDS,
GENERAL SOLICITOR
FREDERICK J. BETZ,
LAWRENCE W. HOBBS,
GENERAL ATTORNEYS FOR OREGON

727 PITTOCK BLOCK
PORTLAND, OREGON

RECEIVED
AUG 4 1942
FOR FILING

August 3, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

This will acknowledge and thank you for your letter of July 31st, with regard to contract between your Commission and A. Milne for road construction work some distance south of Pilot Rock. Acting upon your other advice, we are asking the Public Roads Administration for advice concerning their contract with this concern.

Very truly yours,

Roy F. Shields

JGB t

NOTED
D. G. DeSart

RECEIVED
AUG 1 1942
FOR FILING

182-E-1

July 31, 1942

Union Pacific Railroad Company
727 Pittock Block
Portland, Oregon

Attention: Roy F. Shields,
Law Department - File 22-1

Gentlemen:

In accordance with your letter of July 30, we advise that A. Milne has no work with the Highway Commission in the vicinity of Pilot Rock, Oregon, nor do we know of any other work that he may have in that immediate vicinity. However, he has a contract with the State Highway Commission about 75 miles south of Pilot Rock, which is known as contract No. 2421 for grading, surfacing, oiling and bridge construction on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

A bond for the protection of labor and material was furnished on this work by the United States Fidelity and Guaranty Company, through their resident agent, Raymond C. Weiss, Bedell Building, Portland. Work on this project has not yet been completed, although we anticipate its completion in the very near future.

We understand that Mr. Milne also has a contract with the Public Roads Administration approximately 10 miles south of our work, which is designated as project No. 34 A3,B3. For any information in regard to the bond on this work and also the status of the project, we advise that you write the Public Roads Administration, Box 3900, Portland, Oregon.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

Form 3530-A
7-41-5M

UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT

ROY F. SHIELDS,
GENERAL SOLICITOR
FREDERICK J. SETZ,
LAWRENCE W. HOBBS,
GENERAL ATTORNEYS FOR OREGON

727 PITTOCK BLOCK
PORTLAND, OREGON

22-1

July 30, 1942.

State Highway Commission,
State of Oregon,
Salem, Oregon.

Gentlemen:-

We understand that Milne Construction Company is now, or recently has been, engaged in some construction work for your Commission in the vicinity of Pilot Rock, Oregon, presumably under a contract.

Will you please advise us if this is a fact and, if so, whether the work in question has been completed and accepted by your Commission? We should also like to know whether this contractor posted the usual form of bond for the protection of labor, material, and other charges.

Very truly yours,
Roy F. Shields

JGB

RECEIVED
JUN 6 1942
FOR FILING

182-14-1

June 5, 1942

U. S. Fidelity & Guaranty Company
Raymond C. Weiss
Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $ 322.90, which has been filed in the office of the Secretary State by the M. R. Senter Tool Service, against the bond taken from A. Milne, in connection with state highway contract No. 2451, for grading, surfacing, oiling and two bridges, on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

Very truly yours,
STATE HIGHWAY COMMISSION

By:

Secretary

[illegible]

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. G. DeSart

June 5, 1942

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of June 4, enclosing copies of a claim in the amount of $322.90, which has been filed in your office by the M. R. Senter Tool Service, against the bond taken from A. Milne, in connection with state highway contract No. 2451, for grading, surfacing, oiling and bridges on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,
STATE HIGHWAY COMMISSION

By:

Secretary

RS

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

June 4, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by M.R.Senter Tool Service for $322.90 against the bond taken from A. Milne Construction Co., principal, and U. S. Fidelity & Guaranty Co., surety, for work on the Long Creek-Fox Section of the John Day-Pendleton Highway on Pendleton-John Day Forest road, which was received and filed as of June 3rd.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

S:FO
encs. 3

REFERRED TO
[illegible]
BY SECRETARY
usual letter

RECEIVED
[illegible] - 1942
[illegible] COMMISSION

COPY

M. R. SENTER TOOL SERVICE

1040 S.E. Ninth Avenue

Portland, Oregon

June 1, 1942.

Mr. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

We are making formal claim on this date, to the U. S. Fidelity & Guaranty Co. against A. Milne Construction Co. in the sum of $310.50 principal and interest at the rate of 6% from September 26th, 1941, to June 1st, 1942, total $322.90, for drill steel, drill service and bit grinding used on Oregon Highway Contract #2451 on the Long Creek-Fox section of the John Day-Pendleton highway, and on Bureau of Public Roads W-A-4P. R. 1404 Pendleton-John Day Forest road, Project #34-A3-B3.

I had to file this claim on both contracts, as they are using the same rock quarry where the steel and labor was consumed for both projects or contracts.

This account started April 23, 1941 with their requisition #2942.

Yours truly,

M. R. SENTER TOOL SERVICE
By M. R. Senter, Mgr.

Endorsed: File No. 3063
Filed June 3, 1942
EARL SNELL, Secret-ry of State

RECEIVED
JUN 3 1942
FOR FILING

182-A-1

June 2nd, 1942

A. Milne, Contractor
7233 N. E. Broadway
Portland, Oregon

Dear Sir:

I understand that oiling will start on the Long Creek-Fox Section in the immediate future.

I am very anxious to have this job completed at the earliest possible time, and I would appreciate it if you would advise me immediately if anything comes up which will defer the oiling of this project.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

B

cc to: W. C. Smith

RECEIVED
MAY 3 1942
FOR FIL

HEAD OFFICE

ESTABLISHED 1891

THE UNITED STATES NATIONAL BANK

OF PORTLAND, OREGON

CABLE ADDRESS:
"UNITBANK"

May 2, 1942

182-D-1

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

For several years, as you know, we have been assisting MR. ARTHUR MILNE in the financing of various highway construction problems. For some time he has been engaged in work located on the Long Creek-Fox section of the John Day Highway under a contract given him by the Oregon State Highway Commission.

While we are aware that an exact estimate cannot be given, we shall appreciate an expression of your opinion as to the amounts and periods in which estimate payments will probably be forthcoming from yourselves and shall also value your opinion as to the total net profit which will accrue to Mr. Milne.

We are given to understand that profits on a contract such as this one generally do not accrue until the latter part of the construction phase, and if this is generally true, we shall value your confirmation of this statement. Any other pertinent information which you may care to give us will be welcome.

Yours very truly,

L. S. Severance
Manager, Credit Department

NOTED
Highway Engineer

EGH:MB

Mr. Baldock
You may wish to answer this.

RECEIVED
MAY 4 - 1942
STATE [illegible]

RECEIVED
APR 29 1942
FOR FILING

182-15-1

April 28, 1942

Truscon Steel Company
2139 North Kerby Avenue
Portland, Oregon

Attention: C. W. Anderson, District Sales Manager

Gentlemen:

Your letter of April 24, 1942, addressed to Earl Snell, Secretary of State, relative to contracts which A. Milne has with the State Highway Commission, has been referred to this department for reply.

We are mailing you today, under separate cover, certified copies of Mr. Milne's contracts, as follows:

Contract No. 2444 for construction of bridges on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, in Umatilla County;

✓ Contract No. 2451 for grading, surfacing, oiling and bridge construction on the Long Creek-Fox Section of the Pendelton-John Day Highway, in Grant County.

These certified copies are being sent to you, subject to receipt of affidavit of claim and request for certified copies, in accordance with the provisions of Chapter 517, Oregon Laws 1939, a mimeographed copy of which is inclosed.

We are not sending photostatic copies of the bond as requested inasmuch as the body of the contract is part of the bond.

Very truly yours,

DD:AM

Secretary

NOTED
D. G. DeSart

NOTED
C. E. Paxton

April 24, 1942

RECEIVED
APR 25 1942

Earl Snell,
Secretary of State
Salem, Oregon

Re: Contracts PO-2427 and PO-2428
A. Milne Construction Company
Boardman-Stanfield Highway Job
Long Creek-John Day Highway Job

Dear Sir:

Due to the failure of the A. Milne Construction Company to take care of their account covering reinforcing steel furnished on the above jobs last year, it is necessary that we protect ourselves by filing claims against the U. S. Fidelity and Guaranty Company, who furnished performance bonds on these two jobs.

In order that our file may be complete, will you please have photostatic copies made of these two bonds and forward to us with a statement of whatever expense is involved.

Very truly yours,

TRUSCON STEEL COMPANY

District Sales Manager

CWAnderson:em
cc. Oregon State Highway Dept.

RECEIVED
APR 17 1942
FOR FILING

182-L4-1

April 16, 1942

The United States National Bank
Portland, Oregon

Attention: J. F. Huxtable

Gentlemen:

In accordance with your letter of April 15, and A. Milne's letter of the same date, we will mail all future warrants on Milne's contract No. 2451 for grading and surfacing the Long Creek-Fox Section of the Pendleton-John Day Highway, to you, "Attention Note Department". This is the only contract with the Highway Commission on which Mr. Milne has not received final payment.

This procedure is subject to change upon the request of Mr. Milne or his surety.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

cc - United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

cc - Carl Smith

NOTED
D. G. DeSart

HEAD OFFICE

ESTABLISHED 1891

THE UNITED STATES NATIONAL BANK

OF PORTLAND, OREGON

CABLE ADDRESS:
"UNITBANK"

April 15, 1942

Mr. Carl Smith, Auditor,
Oregon State Highway Commission,
Salem, Oregon

Dear Sir:

You will find enclosed a letter from Milne Construction Company authorizing you to send their checks to us. Please mail these checks addressed, "Attention Note Department".

Very truly yours,

J. F. Huxtable
J. F. Huxtable
Assistant Vice President

OAW:M A
Enc.

Bank
cc. Sweet,
Milne
C.F. Smith, Incl.

RECEIVED
APR 16 1942
STATE HIGHWAY COMMISSION

Portland, Oregon
April 15, 1942

Mr. Carl Smith, Auditor,
Oregon State Highway Commission,
Salem, Oregon

Dear Sir:

Until further notice, please send the United States National Bank of Portland, Oregon, all checks due me from your Department in connection with the contracts which I have undertaken.

Yours very truly,

MILNE CONSTRUCTION COMPANY

BY A. Milne

RECEIVED
APR 16 1942
STATE HIGHWAY COMMISSION

RECEIVED
APR 6 1942
FOR FILING

182-19-1

April 6, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim, in the amount of $4,332.77, filed by The Texas Company against the bond taken from A. Milne for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, being state highway contract No. 2451.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. . DeSart

RECEIVED
APR 6 1942
FOR FILING

182-15-1

April 6, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim, in the amount of $4,332.77, filed by The Texas Company against the bond taken from A. Milne for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, being state highway contract No. 2451.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. . DeSart

April 6, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of April 3, enclosing three copies of a notice of claim, in the amount of $4,332.77, filed by The Texas Company against the bond taken from A. Milne in connection with his contract No. 2451 with the State Highway Commission, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 3, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by The Texas Company for $4332.77 against the bond taken from Milne Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, contract No. 2451, which was filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

S FM
encs. 3

We sent
previous letter
[illegible]

THE TEXAS COMPANY

TEXACO PETROLEUM PRODUCTS

SALES DEPARTMENT
SEATTLE DISTRICT
W. A. SMITH, CREDIT MANAGER

600 REPUBLIC BUILDING
SEATTLE, WASHINGTON

April 2, 1942

MILNE CONSTRUCTION COMPANY
OREGON STATE CONTRACT NO. 2451

Mr. H. B. Glaisyer
Secretary, Oregon State Highway
Commission
Salem, Oregon

Dear Sir:

For your information, we are attaching a copy of our claim filed with the State of Oregon, covering petroleum products delivered to the Milne Construction Company, in connection with the grading, surfacing, and oiling of the Long Creek-Fox Section of the Pendleton-John Day Highway in Grant County, contract # 2451.

Very truly yours,

THE TEXAS COMPANY

W. A. Smith

W. A. SMITH
Credit Manager

WDT:MC

REFERRED TO Stewart
BY SECRETARY

Usual letters

APR 3 - 42

COPY

THE TEXAS COMPANY

April 1, 42

April 1, 1942

Oregon State Contract #2451

STATE OF OREGON

Notice is hereby given that The Texas Company has a claim for petroleum products in the sum of $4,332.77 against the bond taken from the Milne Construction Company by the U.S. Fidelity & Guaranty Company, for the work of grading, surfacing, and oiling the Long Creek-Fox Section of Pendleton-John Day Highway in Grant County. Oregon State Contract No. 2451.

THE TEXAS COMPANY

By: A. R. Playle

Endorsed: File No. 3054
Filed April 3, 1942
EARL SNELL, Secretary of State

CO

FORM S-43-A CAL. 25M 4-41

STATEMENT

TO THE TEXAS COMPANY DR.

(A CALIFORNIA CORPORATION)

SALES DEPARTMENT

April 1, 19 42

M Milne Construction Company
7253 N. E. Broadway
Portland, Oregon

Oregon State Contract
#2451

DATE	DESCRIPTION	DEBITS	CREDITS	BALANCE
1941 Oct.	Merchandise	1 919 69		
Nov.	"	1 974 16		
Dec.	"	318 66		
1942 Jan.	"	26		
March	"	120 00		4 332 77

1. THE LAST AMOUNT IN "BALANCE" COLUMN IS BALANCE ON YOUR ACCOUNT TO DATE.
2. ANY SUBSEQUENT PAYMENTS WILL BE SHOWN ON YOUR NEXT STATEMENT.
3. THIS STATEMENT IS A REQUEST FOR PAYMENT ONLY OF PAST DUE AND UNPAID ITEMS. ITS PURPOSE IS TO ENABLE CUSTOMER TO COMPARE HIS BOOKS WITH OURS.

THE TEXAS COMPANY
(A CALIFORNIA CORPORATION)

RECEIVED
MAR 25 1942
FOR FILING

182-D1

March 9, 1942

Mr. Orval D. Yokom
Attorney at Law
John Day, Oregon

Dear Sir:

We have your letter of March 5 advising that Jim Maple, who operates the John Day Hardware Company in the city of John Day, has a claim against A. Milne, in the amount of $24.93, for material furnished Mr. Milne.

You do not state whether this material was used on Mr. Milne's state highway contract, No. 2451, for grading, surfacing, oiling and bridge construction on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, or on his contract with the Public Roads Administration, being forest highway contract No. 34-A3,B3, for surfacing and oiling the Beach Creek-Forest Boundary Section of the Pendleton-John Day Highway.

If this material was used on the state highway contract, we suggest that you notify the surety on the bond furnished by Mr. Milne in connection with this contract. The bond was written by the United States Fidelity and Guaranty Company for whom Raymond C. Weiss is resident agent with offices in the Bedell Building, Portland. We suggest that you also file the claim with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws 1939.

However, if this material were used on the Public Roads Administration contract, we suggest that you correspond with Mr. W. H. Lynch, District Engineer, Public Roads Administration, Box 3900, Portland, in regard to the filing of the claim.

For your information we advise that the state highway contract has not as yet been completed.

Kindly let us know whether or not this is a claim against state highway contract No. 2451. If it is, we will hold it against the bond in our records.

Very truly yours,

Secretary

DD:AM

cc - Mr. Herman Oliver

NOTED

ORVAL D. YOKOM
ATTORNEY AT LAW
JOHN DAY, OREGON

March 5, 1942

Mr. R. H. Baldock
State Highway Commission
Salem
Oregon

Dear Mr. Baldock:

I am writing at the request of Jim Maple who operates the John Day Hardware Company in this city.

It seems that the Milne Construction Company has left owing Mr. Maple a hardware bill in the amount of $24.93, and there are other collections here in town. Mr. Maple would like to know what procedure he should use to collect this account.

He also asks me to tell you that he is writing to you at the suggestion of Herman Oliver.

With best personal regards, I am

Yours very truly,

Orval D. Yokom

Orval D. Yokom

ODY:ab

34 A3, B3

PRA
Beach Cr. - Forest Bdy
est. 8-1-47
surface and Oil

REFERRED TO
~~Return~~
BY SECRETARY

Prepare usual letters
cc to Mr. Oliver

RECEIVED
MAR 9 - 1942
STATE HIGHWAY COMMISSION

RECEIVED
MAR 21 1942
FOR FILING

172-19-1

March 20, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of March 19 enclosing three copies of a notice of claim, in the amount of $20.91, filed by the Pendleton Auto Parts, Inc., against the bond taken from A. Milne in connection with his contract with the State Highway Commission No. 2451, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. DeSart

RECEIVED
MAR 20 1942
FOR FILING

182-L4-1

March 20, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim, in the amount of $20.91, filed by the Pendleton Auto Parts, Inc., against the bond taken from A. Milne for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, being state highway contract No. 2451.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. [illegible]

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAR 20 1942
STATE [illegible]ION

March 19, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Pendleton Auto Parts, Inc. for $20.91 against the bond taken from Milne Construction Co. for work on the Long Creek-Fox section of the Pendleton-John Day Highway, contract 2451, which was received and filed today.

Please acknowledge receipt of the copies in order that our files may be complete.

Very truly yours,

Earl Snell
Secretary of State

S FM
encs. 3

COPY

PENDLETON AUTO PARTS, INC.

405 E. Court St. - telephone 381

Pendleton, Oregon

March 18, 1942

To the Secretary of State

Notice hereby is given that the Undersigned PENDLETON AUTO PARTS, INC., has a claim for Automotive parts in the sum of $20.91 against the bond taken from Milne Construction Co. for the work of contruction of the Long Creek-Fox section of the Pendleton-Johnday highway contract #2451.

PENDLETON AUTO PARTS, INC.

By S. O. WHITEMAN
S. O. Whiteman

Endorsed: File No. 3047
Filed March 19, 1942
EARL SNELL, Secretary of State

RECEIVED
MAR 10 1942
FOR FILING

182-10-1

March 9, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Resident Agent
Bedell Building
Portland, Oregon

Gentlemen:

This is to advise you that a claim, in the amount of $122.03, has been filed in this office by Moty and Van Dyke, Inc., Klamath Falls, Oregon, for materials furnished A. Milne in connection with state highway contract No. 2451, for construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Milne in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. . DeSart

March 9, 1942

Moty and Van Dyke, Inc.
Automotive and Industrial Supplies
Klamath Falls, Oregon

Attention: J. T. Patterson

Gentlemen:

This acknowledges receipt of your letter of March 7, 1942, advising that you have a claim, in the amount of $122.03, against A. Milne in connection with state highway contract No. 2451, for construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

The state cannot withhold claims from the final settlement with contractors. However, we offer you the bond furnished by Mr. Milne for the protection of your claim. The bond, in connection with this contract, was written by the United States Fidelity and Guaranty Company, Raymond C. Weiss, resident agent, Bedell Building, Portland, Oregon.

We are today bringing your claim to the attention of the bonding company and would suggest that you do likewise.

We would also suggest that you file your claim with the Secretary of State, prior to the expiration of a period of six months from date of acceptance of the contract by the State Highway Commission, in accordance with the provisions of Chapter 517, Oregon Laws 1939, a mimeographed copy of which is inclosed.

This contract, according to our records, has not as yet been completed by Mr. Milne.

We trust you will secure satisfaction of your claim in the near future.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH

NOTED
D DeSart

E. M. MOTY, President
G. R. MOTY, Sec'y. & Treas.

MOTY & VAN DYKE, INC.

AUTOMOTIVE AND INDUSTRIAL SUPPLIES

KLAMATH FALLS, OREGON

STORES
KLAMATH FALLS, ORE.
L. C. Prock, Manager
BEND, OREGON
G. R. Moty, Manager
LAKEVIEW, ORE.
R. F. Waters, Manager
ALTURAS, CALIF.
P. B. Tanner, Manager
JOHN DAY, OREGON
P. V. Winne, Manager

March 7, 1942

RECEIVED
MAR 9 - 1942
STATE HIGHWAY COMMISSION

Chief Engineer
State Highway Construction
Salem, Oregon

Dear Sir:

We wish to advise that we have furnished material to the Milne Construction Co. of Portland, Oregon on State Highway Job #2451 between Long Creek and Fox on the Pendleton-John Day Highway, and they are still owing us a balance of $122.03 which we would like to collect. The last merchandise sold to them was delivered in December, and the last payment made to us was December 31.

As the above amount is now almost three months past due, we are anxious to get our money, and will therefor ask what is necessary for us to do in order to have the State withhold this amount from the final settlement with the above-mentioned company.

Will you kindly advise us immediately.

Yours truly,

MOTY AND VAN DYKE, INC.

BY J. Patterson

JTP:mek

REFERRED TO [illegible]
BY SECRETARY

prepare usual letter

SEE US FIRST AND ALWAYS

RECEIVED
MAR 5 1942
FOR FILING

March 4, 1942

Pendleton Auto Parts, Inc.
405 East Court Street
Pendleton, Oregon

Attention: L. A. Whiteman, Bookkeeper

Gentlemen:

This acknowledges receipt of your letter of March 3, 1942, advising that you have a claim, in the amount of $20.91, against A. Milne in connection with his contract, No. 2451, for construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

We are today bringing your claim to the attention of the bonding company which wrote the bond furnished by Mr. Milne in connection with this contract, and would suggest that you do likewise. The bond was written by the United States Fidelity & Guaranty Company for whom Raymond C. Weiss is resident agent with offices in the Bedell Building, Portland, Oregon.

We would also suggest that you file your claim against the bond through the office of the Secretary of State, prior to the expiration of a period of six months from date of acceptance of the contract by the State Highway Commission, in accordance with the provisions of Chapter 517, Oregon Laws 1939, a mimeographed copy of which is inclosed.

For your information we advise that this contract has not as yet been accepted by the State Highway Commission.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D DeSart

March 4, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Resident Agent
Bedell Building
Portland, Oregon

Gentlemen:

This is to advise you that a claim, in the amount of $20.91, has been filed by the Pendleton Auto Parts, Inc., against the bond taken from A. Milne in connection with his contract, No. 2451, for construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Milne in connection with this job.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

CC - Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. DeSart

PENDLETON AUTO PARTS, INC.

405 E. Court St. Telephone 381
PENDLETON, OREGON

March 3, 1942

[illegible]
MAR 3 - 1942
[illegible]

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have a bill against Milne Construction Co. of Portland who are contractors on the Long Creek highway. The amount is $20.91 and has been running since November.

Will you please advise us how we can collect this account. Thank you.

Very truly yours,
PENDLETON AUTO PARTS, INC.
L. A. Whiteman
Bkkpr.

REFERRED TO
De Sart
BY SECRETARY

Prepare usual letters

RECEIVED
FEB 16 1942
FOR FILING

February 13, 1942

Portland Road & Driveway Co.
2729 S. E. Tibbetts Street ,
Portland, Oregon

Attention: Berniece Curtner

Gentlemen:

This acknowledges receipt of your letter of February 10, 1942, advising that your claim against A. Milne Construction Company contract No. 2451 has been paid and that you hold no further claim against this account.

We have no record of a claim having been filed by you against this contract. However, we do have records of your having filed claims against Mr. Milne on other contracts.

We are wondering if this release is not intended to cover a claim filed against some other contract. Will you kindly give us additional information.

Yours truly,

DD:AM Secretary

2/17/42

Reply filed on 133-B-2

Claim had been against Cont. #2360

G. C. CURTNER
JOE BURKHARDT
B. CURTNER

EAst 1914

PENETRATION; BITUMULS-GASCO AND ROAD OILS
ASPHALTIC PLANT MIXED PAVEMENT
FOR RENT-ROLLERS AND GRADERS

PORTLAND ROAD & DRIVEWAY CO.
2729 S. E. TIBBETTS STREET
PORTLAND, OREGON

February 10,1941

Mr. H.B. Glaisyer
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:

This is to inform you that the A. Milne Construction Company contract No. 2451, your file No. 3017, has been paid in full. Therefore we hold no further claim against this account.

Yours very truly,

Portland,Road & Driveway Co.
Bernice Curtner

BC:m

RECEIVED
FEB 13 1942
STATE HIGHWAY COMMISSION

RECEIVED
FEB 5 1942
FOR FILING

12-15-1

February 5, 1942

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

The State Highway Commission, at its meeting on January 21, 1942, granted you the extension of time requested, from August 31, 1941, to June 30, 1942, without penalty, in connection with state highway contract No. 2451, for construction of the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. Paul Van Scoy

RECEIVED
FEB 2 1942
FOR FILING

182-D-1

January 28, 1942

United States Fidelity & Guaranty Company
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim, in the amount of $547.85, filed by the Truscon Steel Company against the bond taken from A. Milne for grading, surfacing and oiling on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County, being State Highway contract No. 2451.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. DeSart

VED
FEB 2 1942
FOR FILING

January 28, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of January 27, enclosing three copies of a Notice of Claim, in the amount of $547.85, filed by the Truscon Steel Company against the bond taken from A. Milne in connection with his contract with the State Highway Commission No. 2451, for grading, surfacing and oiling the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

Snell's letter of 1/27/42
filed on Cont. #2444
307-B-1

NOTED
D. DeSart

COPY

TRUSCON STEEL COMPANY

STEEL PRODUCTS

GENERAL OFFICES AND MAIN PLANT, YOUNGSTOWN, OHIO

C. W. ANDERSON
District Sales Manager

2139 North Kerby Ave.
PORTLAND, OREGON

January 26, 1942

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned the Truscon Steel Company of Youngstown, Ohio, has a claim for furnishing reinforcing steel in the sum of $547.85 against the bond taken from the U. S. Fidelity and Guaranty Company as supplied to the A. Milne Construction Company for the work of constructing two bridges on the Long Creek John Day Highway.

Very truly yours,

TRUSCON STEEL COMPANY

C. W. ANDERSON

District Sales Manager

CWAnderson:cm
cc. State Highway Commission
cc. H. Bender, Credit Dept.

Endorsed:

File No. 3033
Filed; January 27, 1942
EARL SNELL, Secretary of State

January 27, 1942

Truscon Steel Company
2139 North Kerby Ave.
Portland, Oregon

Gentlemen: **Attention C. W. Anderson**

In accordance with your letter of January 26, we advise that contract No. 2451, with A. Milne, for grading, surfacing and oiling, and the construction of two bridges, on the Long Creek-Fox Section of the Pendleton-John Day Highway, has not yet been completed and accepted. It is probable that this work will not be completed before about the end of next June.

Mr. Milne's contract No. 2444, for the construction of two bridges on the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, was completed September 25, 1941, and accepted by the Highway Commission October 17, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

NOTED
D. DeSart

January 26, 1942

451

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, the Truscon Steel Company of Youngstown, Ohio, has a claim for furnishing reinforcing steel in the sum of $547.85 against the bond taken from the U. S. Fidelity and Guaranty Company as supplied to the A. Milne Construction Company for the work of constructing two bridges on the Long Creek John Day Highway.

Very truly yours,

TRUSCON STEEL COMPANY

District Sales Manager

CWAnderson:em
cc. State Highway Commission
cc. H. Bender, Credit Dept.

letter of 1/26/42 from
Truscon Steel Co. filed
on Cont. #2444 - 307-B-1

RECEIVED
JAN 26 1942
FOR FILING

R

182-B-1

January 24, 1942

Pacific Portland Cement Co.
417 Montgomery Street
San Francisco, California

Gentlemen: Attention H. D. O'Banion

Acknowledging your letter of January 20, we advise that contract No. 2451, with A. Milne, for grading, surfacing and oiling the Long Creek-Fox Section of the Pendleton-John Day Highway, has not yet been completed and accepted.

It is probable that work on this contract will not be completed until about June or July of this year.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:BS

D. [illegible] DeSart

TELEPHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

417 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA

January 20, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise if State Highway Contract No. 2451, which was awarded to A. Milne, has been completed and accepted by the Commission.

If completed and accepted, will you kindly advise when final payment will be made to the general contractor.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion

H. D. O'Banion
Credit Manager

HDO:vb

[illegible] prepare reply [illegible]

RECEIVED
JAN 14 1942
FOR FILING

142-27-1

January 14, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim, in the amount of $353.68, filed by the Pacific Machinery & Tool Steel Company against the bond taken from A. Milne for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in ~~Grant County~~, being state highway contract No. 2451.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - A. Milne
7253 N. E. Broadway
Portland, Oregon

NOTED
D. DeSart

January 14, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of January 13, enclosing three copies of a Notice of Claim, in the amount of $353.68, filed by the Pacific Machinery and Tool Steel Company against the bond taken from A. Milne in connection with his contract with the State Highway Commission No. 2451, for work on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

PACIFIC MACHINERY & TOOL STEEL CO.

Office and Warehouse
630 S.E.Belmont St.
Portland, Oregon

January 12, 1942

To Earl Snell, Secretary of State
State House,Salem, Oregon

Notice hereby is given that the undersigned, Pacific Machinery & Tool Steel Company, has a claim for Timken Rock Bits in the sum of $353.68 against the bond taken from A. Milne, 7253 N. E. Broadway, Portland, Oregon, for the work of State of Oregon Highway Contract No. 2451, Grant County, Oregon.

PACIFIC MACHINERY & TOOL STEEL COMPANY

W.T. Williamson

Credit Manager

If this manner of presentation of claim is in any way irregular, please advise. An acknowledgment will be appreciated.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 14 1942
Office
STATE HIGHWAY COMMISSION

January 13, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of notice of claim by Pacific Machinery & Tool Steel Company for $[illegible].60 against the bond of [illegible] for work on contract No. 2451, which was received and filed today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

[illegible]:FM
Encl. 3

RECEIVED
JAN - 8 1942
FILE

132-B-1

(copy filed in 307-B-1)

January 6, 1942

U. S. Fidelity & Guaranty Co.
Bedell Building
Portland, Oregon

Re: A. Milne Construction Company
Our contracts PO-2427 and PO-2428

Gentlemen:

Our account covering reinforcing steel sold to A. Milne Construction Company under the above contract numbers is so long overdue and our customer appears so little concerned over his failure to comply with our contract terms that we find it necessary to protect ourselves under the performance bonds as furnished by yourselves.

Contract PO-2427 covered reinforcing steel furnished for two bridges on the Boardman Stanfield Highway. There remains due us on this contract $1301.53 all of it invoiced in June of 1941.

Contract PO-2428 covered reinforcing steel furnished for two bridges on the Long Creek John Day Highway. This job was all invoiced in August 1941 and the entire total of our invoices $547.85 remains unpaid.

We will appreciate your acknowledging receipt of this notice of non-payment so that our file may be complete.

Very truly yours,

TRUSCON STEEL COMPANY

District Sales Manager

CWAnderson:cm
cc. State Hwy. Dept., Salem
cc. N. Bender, Credit Dept.,Ygtn.

RECEIVED
JAN 6 1942
FOR FILING

192-15-1

R

January 5, 1942

The Texas Company
600 Republic Building
Seattle, Washington

Attention: W. A. Smith, Credit Manager

Gentlemen:

In accordance with your letter of December 31 we advise that Estimate No. 8, in the amount of $13,792.04, for work done to December 10, 1941, on A. Milne's contract No. 2451, will be paid within the next two or three days.

This is the first estimate since the one paid on December 5, in the amount of $20,270.38, of which you were notified in our letter of November 27, 1941.

It is anticipated that work on this contract will not be completed until the end of June or the middle of July, 1942.

Very truly yours,

DD:AM

Secretary

NOTED
D DeSart

THE TEXAS COMPANY

TEXACO PETROLEUM PRODUCTS

SALES DEPARTMENT
SEATTLE DISTRICT
W. A. SMITH, CREDIT MANAGER

900 REPUBLIC BUILDING
SEATTLE, WASHINGTON

December 31, 1941

MILNE CONSTRUCTION COMPANY
7253 N. E. Broadway
Portland, Oregon
Contract No. 2451

Mr. H. B. Galisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Your letter of November 27th very kindly furnished us with information relative to estimates paid to the above subject on Contract No. 2451.

No deliveries have been made to this job since that of December 5th., and it is our understanding that work will not be resumed until next spring. We are, however, still carrying a sizable balance which is in a delinquent condition, and are anxious to learn if there has been any estimate paid since that of December 5th., and if not, the anticipated date of the next payment. Also, we would like to know the amount of the last estimate as this information is valuable to us as a guide in the future handling of collections on the account.

We wish to again thank you for your kind cooperation in the past, and assure you that your assistance in furnishing us with the information requested above, will be sincerely appreciated.

Very truly yours,

THE TEXAS COMPANY

W. A. Smith

W. A. SMITH
Credit Manager

WDT:MC

[illegible] 3 - [illegible]

R

RECEIVED
NOV 19 1941
FOR FILING

182-D-1

November 18, 1941

Howard-Cooper Corporation
307 S. E. Hawthorne Boulevard
Portland, Oregon

Gentlemen:

In accordance with your letter of November 17, this will advise that A. Milne has contract No. 2451 for grading, surfacing and oiling the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

The work on this contract is not yet completed, although the specified date of completion was August 31, 1941. The performance bond for this contract was furnished by the United States Fidelity & Guaranty Company through its resident agent, Raymond C. Weiss, Bedell Building, Portland.

In regard to the second job mentioned in your letter as "Job at Malheur National Forest", we believe that this contract was let by the Public Roads Administration and known as Forest Highway Project No. 34-A3,B3. Information thereon may be obtained from the office of the Public Roads Administration, Box 3900, Portland.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DQ/mm

NOTED
D. DeSart

E. C. NDQUIST, Secy-Treas. G. S. YERBY, Vice F. R. CATTON, Pur. Agent

HOWARD-COOPER CORPORATION

MAIN OFFICE AND WAREHOUSE
307 S. E. HAWTHORNE BOULEVARD
PORTLAND, OREGON

BRANCH OFFICES
AND WAREHOUSES
KLAMATH FALLS, ORE
EUGENE, OREGON

BRANCH OFFICES
AND WAREHOUSES
SEATTLE, WASH
SPOKANE, WASH
WALLA WALLA, WASH

Nov. 17, 1941

FRA [illegible]
34-A3, B3

State Highway Commission
Salem, Oreg.

Gentlemen:

At your earliest convenience, will you kindly advise us the date of completion and acceptance of the following two A. Milne Construction Company highway jobs:

1. Long Creek Section - John Day Highway
2. Job at Malheur National Forest

We are unable to give you a more concise description of the jobs, but, as they are both 1941 projects, we trust you will be able to give us the information requested and also to notify us the full description of the projects.

For your convenience in answering, a self addressed envelope, which requires no postage, is enclosed.

Yours truly,

HOWARD-COOPER CORPORATION

B A Wilson

B. A. Wilson

BW:PL

R

RECEIVED
NOV - 3 1941
FOR FILING

182-D-1

October 27, 1941

Mr. W. E. Burns
N. W. 10th and Davis
Portland, Oregon

Dear Mr. Burns:

The Honorable Charles A. Sprague, Governor of Oregon, has referred to me your letter of October 22, 1941, in which you advise that you have a claim of considerable amount against a highway contractor named A. Milne, which claim represents the cost of truck repair parts, et cetera. It is noted that the claim is against Mr. Milne's contract with the State Highway Commission for road construction about sixty miles from Pendleton.

The contract to which you refer, I believe, is state highway contract No. 2491 and covers grading, surfacing and oiling on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

In connection with this job, Mr. Milne was required to furnish the state with a surety bond as a guarantee for the satisfactory completion of the project and for the protection of claims incurred against the job. The furnishing of a bond is a legal requirement and we offer it to you for the protection of your claim. I would suggest that you present your claim to the bonding company's agent. Should you fail to secure any satisfaction by so doing, then of course you still have recourse to action in the courts against the bond. The bond, I might say, was written by the United States Fidelity & Guaranty Company for whom Raymond G. Weiss is local agent with offices in the Bedell Building, Portland.

I would also suggest that you file notice of your claim with the Secretary of State in conformance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which I inclose for your ready reference. You will note that this law requires that claims against a public contract must be filed with the proper public official prior to the expiration of a period of six months from date of completion of the contract and acceptance of the contract by the public official which, in this instance, is the State Highway Commission.

According to our records, Mr. Milne has not as yet completed this job so you still have plenty of time within which to file your claim with the Secretary of State.

Mr. W. R. Burns   page 2

It would not be possible for the State Highway Commission to withhold the amount of your claim from payments due Mr. Milne. The Commission does not have the facilities to investigate the validity of claims against highway contractors and under the circumstances considers that it would be unfair to the contractor to hold up payments due him under assumption, and that in cases involving litigation the court should decide the disposition of funds owing to the contractor.

Filing of your claim with the Secretary of State will protect you against Mr. Milne's bond for an indefinite period, following completion of the contract and acceptance of the same by the State Highway Commission.

Trusting that you will secure satisfactory settlement from Mr. Milne in the not distant future, I remain

Very truly yours,

R. H. BALDOCK
Chief Engineer

RHB:AH

cc - Governor Charles A. Sprague

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

CHARLES A. SPRAGUE
GOVERNOR

COPY

October 25, 1941

Mr. W. E. Burns
N. W. 10th and Davis
Portland, Oregon

My dear Mr. Burns:

You may be assured that I will be very happy to do everything I can in connection with your difficulty in making collection on the bill due you by the Milne Construction Company.

This is a highway contract and I am asking Mr. Baldock, the State Highway Engineer, to look into the matter personally, and he will reply direct to you within a short time.

I am very glad you called this to my attention.

Sincerely yours,

Governor

CAS:BW

cc Mr. Baldock

RTLAND, OREGON
N. W. 10TH AND DAVIS
PHONE: BR. 3606

SALEM, OREGON
HIGH AND FERRY STS.
PHONE: 9151

W. E. BURNS — DAN BURNS

Not Brothers — The Same Man

PARTS --- TOOLS --- SHOP EQUIPMENT
DISTRIBUTORS AND WHOLESALERS

PORTLAND, OREGON

The Honorable Charles A. Sprague, October 22, 1941.
Governor of Oregon,
State House,
Salem, Oregon.

My dear Governor:

Last year I had a personal letter from you asking me to let you know if there were anything that you could do for me. I hoped that you would never have to be asked to do anything, for I know how busy you are.

But one of the contractors who is doing work for the State of Oregon on a contract owes us a large amount and is trying to dodge the bill.

Would there be any possible way that we could tie up his payments on his job and so collect our money?

The firm in question is the Milne Construction Co., 7253 N.E. Broadway. The work they are doing is in Eastern Oregon, about 60 miles from Penldeton.

The goods that we sold them have been used to keep their trucks operating.

Any information that you can give me about this will be greatly appreciated.

Very truly yours,

W. E. Burns.

... USE ...
PERFECT CIRCLE RINGS

ANSWERED
H. R. GLAISYER

R

RECEIVED
OCT - 7 1941
FOR FILING

182-D-1

October 7, 1941

U. S. Fidelity & Guaranty Company
Raymond C. Weise
Bedell Building
Portland, Oregon

Gentlemen:

We have received, through the office of the Secretary of State, copies of a notice of claim by A. Leschen & Sons Rope Company, in the amount of $156.93, against A. Milne Construction Company's contract No. 2451, for grading, surfacing and oiling, on the Long Creek-Fox Creek Section of the Pendleton-John Day Highway, in Grant County.

Inasmuch as you are surety for the contracting firm on this job, we hand you, herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - A. Milne Construction Co.
7253 N. E. Broadway
Portland, Oregon

NOTED
D. C. DeSart

October 7, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of October 6, 1941, enclosing three copies each of three notices of claim by A. Lanahan & Sons Rope Company, for $135.76, $156.93, and $9.61, against A. Milne Construction Co., for work performed on the following contracts:

Contract No. 2352, for grading and bituminous macadam, on the Brookings Section, Oregon Coast Highway, in Curry County.

Contract No. 2360, for grading, oiling and surfacing, on the South Newport Section of the Oregon Coast Highway, in Lincoln County.

Contract No. 2451, for grading, surfacing and oiling on the Long Creek-Fox Creek Section of the Pendleton-John Day Highway, in Grant County.

We have noted these claims in our records of these jobs, and will today forward to the contracting firm and its surety copies of the notices thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. DeSart

A. LESCHEN & SONS ROPE CO.

914 N. W. 14th Avenue
Portland, Oregon

October 4, 1941
#425 - TBVD:HOB

Registered Letter

To Secretary of State of the State of Oregon:

Notice is hereby given that the undersigned, A. Leschen & Sons Rope Co., has a claim for the sale of wire rope in the sum of $156.93 against the bond taken from A. Milne Construction Co., and U.S. Fidelity & Guaranty Company, and signed by Raymond Wise, Bedell Building, Portland, Oregon, for the work of grading, surfacing and oiling Long Creek-Fox Section Pendleton-John Day Highway, covered by State Contract No. 2451.

We are attaching duplicate notarized copies of invoices covering our claim.

A. LESCHEN & SONS ROPE CO.

By [illegible]

DEN & SONS ROPE CO.

WIR[illegible] MAKERS ESTABLISHED 1857

[redacted]

FIRST AVE. SO. [redacted] SEATTLE, WASH.

FOR CUSTOMER'S USE ONLY

CUSTOMER'S ORDER NO. & DATE	2386 5/6/41
REQUISITION NO.	
CONTRACT NO.	
REFER TO INVOICE NO.	4202-D
INVOICE DATE	MAY 7, 1941
VENDOR'S NOS.	PO# 6497-D-2

SOLD TO

MILNE CONSTRUCTION CO.
7263 N.E. BROADWAY
PORTLAND, OREG.

SHIPPED TO AND DESTINATION: SAME

DATE SHIPPED: 5/7/41 FROM PORTLAND F.O.B.

CAR INITIALS AND NO. HOW SHIPPED AND ROUTE: [illegible]

TERMS: Net 60 Days, or 2 % cash discount if paid on or before 6-10-41
Subject to [illegible] after maturity.

DESCRIPTION	QUANTITY	PRICE PER UNIT	GROSS AMOUNT	NET AMOUNT	TOTAL
3/4" STYLE "G" [illegible] STRAND (PFS) [illegible] WIRE ROPE [illegible]					
REEL NO. [illegible] 2 PCS. [illegible]					
1/2" STYLE "G" [illegible] (PFS) [illegible] (RED STRAND) WIRE ROPE CENTER, PREFORMED	500	.192 NET. FT.	96.00		
REEL NO. [illegible]					
1/2" 8x19 PLOW STEEL WIRE ROPE	31 [illegible]				

GOODS, AFTER SHIPMENT, AT BUYER'S RISK. ANY CLAIMS FOR ERRORS, ETC., MUST BE MADE IMMEDIATELY ON RECEIPT OF GOODS.

ESTABLISHED 1887

[redacted]

3410 FIRST AVE. S. [redacted] SEATTLE, WASH.

INVOICE NO. 4202-D

INVOICE DATE MAY 7, 1941

CONTRACT NO.

SOLD TO

DATE SHIPPED 5/7/41

TERMS: Net 30 Days, or 2 % cash discount if paid on or before 6-10-41

DESCRIPTION	QUANTITY (SHOW UNITS)	PRICE PER UNIT	GROSS AMOUNT	NET AMOUNT	TOTAL
5/4" STYLE "F" FLATTENED STRAND					
1/2" STYLE ... PREFORMED	500	.192 NET. FT.		96.00	
1/2" ...				3.33	156.93

A. LESCHEN & SONS ROPE CO.

914 N. W. 14th Avenue
Portland, Oregon

October 4, 1941
#425 - TBVD:HOB

Registered Letter

To Secretary of State of the State of Oregon:

Notice is hereby given that the undersigned, A. Leschen & Sons Rope Co., has a claim for the sale of wire rope in the sum of $156.93 against the bond taken from A. Milne Construction Co., and U.S. Fidelity & Guaranty Company, and signed by Raymond Wise, Bedell Building, Portland, Oregon, for the work of grading, surfacing and oiling Long Creek-Fox Section Pendleton-John Day Highway, covered by State Contract No. 2451.

We are attaching duplicate notarized copies of invoices covering our claim.

A. LESCHEN & SONS ROPE CO.

Per G. R. Van Doren
Factory Representative

W.C. Lindsay
Notary Public for Oregon
My commission expires Mar. 22, 1942

Endorsed: File No. 3000
Filed Oct. 6, 1941
EARL SNELL
Secretary of State

FORM [illegible]

SCHEN & SONS ROPE CO.

WIRE ROPE MAKERS ESTABLISHED 1857

[redacted]

3410 FIRST AVE. SO, [redacted] SEATTLE, WASH.

CUSTOMER'S ORDER NO. & DATE 2556 5/6/41

REQUISITION NO.

CONTRACT NO.

REFER TO INVOICE NO. 4202-D

INVOICE DATE MAY 7. 1941

VENDOR'S NOS. PO# 6497-D-2

SOLD TO

MILNE CONSTRUCTION CO.
7253 N.E. BROADWAY
PORTLAND, OREGON

SHIPPED TO AND DESTINATION SAME

DATE SHIPPED 5/7/41 FROM PORTLAND

CAR INITIALS AND NO. HOW SHIPPED AND ROUTE CALLED FOR F. O. B.

TERMS: Net 60 *Days, or* 2 *% cash discount if paid on or before* 6-10-41
Subject to interest after maturity.

FOR CUSTOMER'S USE ONLY

REGISTER NO.

VOUCHER NO.

F. O. B. CHECKED

TERMS APPROVED

PRICE APPROVED

CALCULATIONS CHECKED

TRANSPORTATION

FREIGHT BILL NO. AMOUNT

MATERIAL RECEIVED

_______19____ DATE SIGNATURE TITLE

SATISFACTORY AND APPROVED

ADJUSTMENTS

ACCOUNTING DISTRIBUTION

AUDITED

FINAL APPROVAL

DESCRIPTION	QUANTITY (SHOW UNIT)	PRICE PER UNIT	GROSS AMOUNT	NET AMOUNT	TOTAL
3/4" STYLE "G" FLATTENED STRAND (PFS) "HERCULES" (RED STRAND) WIRE ROPE CENTER, PREFORMED	166 FT.	.347 NET FT.		57.60	
REEL NO. 85723-A 2 PCS. 83 FT. EA. 85# EA.					
1/2" STYLE "G" FLATTENED STRAND (PFS) "HERCULES (RED STRAND) WIRE ROPE CENTER, PREFORMED	500	.192 NET. FT.		96.00	
REEL NO. 435-A 292-41-251#					
1/2" 8x19 PLOW STEEL WIRE ROPE	31 ft.	.18¼	5.66		
REEL NO. 78466-D 2 PCS. 15 FT. 6 IN. EA. 7# EA		27½-10-5-5%		3.33	156.93

HERCULES (RED-STRAND) WIRE ROPE

GOODS, AFTER SHIPMENT, AT BUYER'S RISK. ANY CLAIMS FOR ERRORS, ETC., MUST BE MADE IMMEDIATELY ON RECEIPT OF GOODS.

RECEIVED
SEP 12 1941
FOR FILING

R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 182-D (1)
Long Cr.-Fox Section
Pendleton-John Day Hwy.

182-D-1

August 25, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Fox

[illegible]-11607

Form R. R. 2

State Oregon

Federal Aid Project No. [illegible]-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of June, 1941

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of September, 19[illegible], a project statement, which was approved on the 20th day of October, 19[illegible], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the [illegible] day of March 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy-six thousand, two hundred thirty and 00/100 dollars ($76,2[illegible]) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11870

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1927, Chap. 31, laws 1920, Chap. 329, laws 1933. (include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 269+82.2 in the NE 1/4 Section 7, T. 11 S., R. 30 E., W. M., and survey station 756+26.6 in the S 1/2 Section 9, T. 10 S., R. 30 E., W. M., the south end of Section A of said project, length 9.186 miles, in Grant County, being Section B(1) of Oregon Federal Aid project No. 182, consisting of 9.181 miles of roadway and 1 bridge~~s each~~ of more than 20 feet clear span, .005 of a mile in length.

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AUG 20 1941

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11870

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section [illegible] of said project shall not in any event exceed the sum of [illegible] dollars ($[illegible]), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [illegible] [illegible] dollars ($[illegible]), the approved total estimated cost of Section [illegible] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to [illegible]
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of [illegible]
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: [illegible]
(Include reference to statute authorizing funds and probable amount annually available)

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AUG 20 1941

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 110.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of AUG 13 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
____
(Title of officer)

By ________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 182-D(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $124,960.88 as the total estimated cost of said project, and the sum of $76,230.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of AUG 13 [illegible]
one thousand nine hundred and ______

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10138

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JUN 23 1941
FOR FILING

182-D-1

UNITED STATES DEPARTMENT OF AGRICULTURE
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
JUN 20 1941
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAP 182-D (1)
Long Creek-Fox Section
Pendleton-John Day Hwy.

June 19, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

RECEIVED
MAY 15 1941
FOR FILING

182-D-1

May 7, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Long Creek-Fox Section, Project No. FA 182-D (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GG

Encl.

Oregon State Highway Department   Federal Aid Project No. 182-B (1)

LONG CREEK-FOX SECTION OF THE

PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 28, 1941

Roadway

All Required		Clearing and Grubbing		$ 5,000.00
100	cu. ft.	Felling Danger Trees	$ 5.00	500.00
320	cu. yds.	Structural Excavation for Highway, Unclassified	1.50	480.00
150	cu. yds.	Trench Excavation, Unclassified	1.50	225.00
52,500	cu. yds.	General Excavation, Unclassified	.45	23,625.00
65,000	yd. sta.	Short Overhaul	.01	650.00
680	C-yd.sta.	Long Overhaul	.40	272.00
30,000	lin. ft.	Rounding Cutbanks	.10	3,000.00
9.18	miles	Finishing Roadbed and Slopes	300.00	2,754.00
54	lin. ft.	8" Perforated Metal Pipe in Drains	1.20	64.80
700	lin. ft.	12" Corr. Metal Pipe	1.60	1,120.00
980	lin. ft.	18" Corr. Metal Pipe	2.20	2,156.00
48	lin. ft.	24" Corr. Metal Pipe	3.50	168.00
140	lin. ft.	Salvaging Culvert Pipe	.50	70.00
30	cu. yds.	Riprap	5.00	150.00
3,000	cu. yds.	Selected Roadbed Topping	.40	1,200.00
4,400	yd. mi.	Hauling Roadbed Topping	.10	440.00
22,800	tons	4" - 2" Rock in Base	1.00	22,800.00
19,800	tons	3/4" - 0" Rock in Base and Shoulders	1.00	19,800.00
900	M-gals.	Sprinkling	1.50	1,350.00
9.18	miles	Preparation of Base	100.00	918.00
1,440	tons	3/4" - 0" Rock in Binder Course	1.70	2,448.00
4,400	tons	Furnishing and Placing Aggregate	1.70	7,480.00
170	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	25.00	4,250.00
200	tons	Furnishing and Placing 151-200 Asphalt	27.00	5,400.00
114	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	25.00	2,850.00
				$109,170.80

Bridge (Sta. 337+19 to 337+39)

27 cu. yds.	Structural Excavation for Bridges, Unclassified	$ 3.00	$	81.00
All Required	Shoring, Cribbing, Etc.(40%)			80.00
36 cu. yds.	Class "A" Concrete	28.00		1,008.00
6,200 lbs.	Metal Reinforcement	.07		434.00
55 lin. ft.	Concrete Handrail	5.00		275.00
All Required	Remove Old Bridges and Maint. Traffic (40%)			80.00
			$	1,958.00
	Subtotal			$111,128.80
	10% Engr. & Cont.			11,112.88
	Total			$122,241.68

Bridge (Sta. 594+10.5 to 594+35.5)

43 cu. yds.	Structural Excavation for Bridges, Unclassified	$ 3.00	$	129.00
All Required	Shoring, Cribbing, Etc. (60%)			120.00
44 cu. yds.	Class "A" Concrete	28.00		1,232.00
7,800 lbs.	Metal Reinforcement	.07		546.00
65 lin. ft.	Concrete Handrail	5.00		325.00
All Required	Remove Old Bridges and Maint. Traffic (60%)			120.00
	Subtotal		$	2,472.00
	10% Engr. & Cont.			247.20
	Total		$	2,719.20

Length of Roadway	9.181 miles
Length of Bridge	.005 mile
Total Length	9.186 miles
Cost per mile, Roadway	$ 13,314.63

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 122,241.68	$ 74,571.00	$ 47,670.68
Bridge	2,719.20	1,659.00	1,060.20
	$ 124,960.88	$ 76,230.00	$ 48,730.88

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department Federal Aid Project No. 182-D (1)

LONG CREEK-FOX SECTION OF THE PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 18, 1941

Roadway

All Required		Clearing and Grubbing		$ 2,000.00
100	sq. ft.	Felling Danger Trees	$ 1.00	100.00
320	cu. yds.	Structural Excavation for Highway, Unclassified	1.30	416.00
150	cu. yds.	Trench Excavation, Unclassified	1.00	150.00
52,500	cu. yds.	General Excavation, Unclassified	.40	21,000.00
65,000	yd. sta.	Short Overhaul	.01	650.00
680	C-yd.sta.	Long Overhaul	.40	272.00
30,000	lin. ft.	Rounding Cutbanks	.08	2,400.00
9.18	miles	Finishing Roadbed and Slopes	200.00	1,836.00
54	lin. ft.	8" Perforated Metal Pipe in Drains	1.00	54.00
700	lin. ft.	12" Corr. Metal Pipe	1.50	1,050.00
980	lin. ft.	18" Corr. Metal Pipe	2.50	2,450.00
48	lin. ft.	24" Corr. Metal Pipe	3.50	168.00
140	lin. ft.	Salvaging Culvert Pipe	1.00	140.00
30	cu. yds.	Riprap	3.00	90.00
3,000	cu. yds.	Selected Roadbed Topping	.30	900.00
4,400	yd. mi.	Hauling Roadbed Topping	.12	528.00
22,800	tons	4" - 2" Rock in Base	1.10	25,080.00
19,800	tons	3/4" - 0" Rock in Base and Shoulders	1.10	21,780.00
900	M-gals.	Sprinkling	1.50	1,350.00
9.18	miles	Preparation of Base	100.00	918.00
1,440	tons	3/4" - 0" Rock in Binder Course	1.70	2,448.00
4,400	tons	Furnishing and Placing Aggregate	2.00	8,800.00
170	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	28.00	4,760.00
200	tons	Furnishing and Placing 151-200 Asphalt	28.00	5,600.00
114	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	28.00	3,192.00
				$ 108,132.00

P

Bridge (Sta. 337+19 to 337+39)

27	cu. yds.	Structural Excavation for Bridges, Unclassified	$ 4.00	$ 108.00
All Required		Shoring, Cribbing, Etc. (40%)		80.00
36	cu. yds.	Class "A" Concrete	26.00	936.00
6,200	lbs.	Metal Reinforcement	.065	403.00
55	lin. ft.	Concrete Handrail	5.00	275.00
All Required		Remove Old Bridges and Maint. Traffic		100.00
				$ 1,902.00
		Subtotal		$ 110,034.00
		10% Engr. & Cont.		11,003.40
		Total		$ 121,037.40

Bridge (Sta. 294+10.5 to 294+35.5)

43	cu. yds.	Structural Excavation for Bridges, Unclassified	$ 4.00	$ 172.00
All Required		Shoring, Cribbing, Etc. (60%)		120.00
44	cu. yds.	Class "A" Concrete	26.00	1,144.00
7,800	lbs.	Metal Reinforcement	.065	507.00
65	lin. ft.	Concrete Handrail	5.00	325.00
All Required		Remove Old Bridges and Maint. Traffic (60%)		150.00
		Subtotal		$ 2,418.00
		10% Engr. & Cont.		241.80
		Total		$ 2,659.80

Length of Roadway	9.181 miles
Length of Bridge	.005 mile
Total Length	9.186 miles
Cost per mile, Roadway	$ 13,183.46

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 121,037.40	$ 73,837.00	$ 47,200.40
Bridge	2,659.80	1,623.00	1,036.80
	$ 123,697.20	$ 75,460.00	$ 48,237.20

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APR 29 1941
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182-D-1

April 28, 1941

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2451 which was awarded to you on April 4, 1941, by the State Highway Commission, covering grading, surfacing and oiling on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS Secretary

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APR 9 1941
FOR FILING

182-19-1

April 8, 1941

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2451, which was awarded to you by the State Highway Commission on April 4, 1941, for grading, surfacing and oiling on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

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APR 7 1941
FOR FILING

182-D-1

April 5, 1941

A. Milne
7253 N. E. Broadway
Portland, Oregon.

Dear Sir:

The State Highway Commission on April 4, 1941, awarded you the contract for grading, surfacing, oiling and bridges on the Long Creek-Fox Section of the Pendleton-John Day Highway, in Grant County. This award was based on your low bid of $115,600.80, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - C. S. Paxson
S. H. Probert

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FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

182-D-1

March 20, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 182-D (1), the Long Creek-Fox Section of the Pendleton-John Day Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until all of the right of way has been secured.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

March 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of special provision page number 8 for the Long Creek-Fox Creek Section, Project No. FA 182-D (1), which page contains a corrected specification under the subhead "Work To Be Done."

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

RECEIVED
APR 8 - 1941
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 4, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. FAP 182-D (1), Long Creek-Fox Section of Pendleton-John Day Highway, to A. Milne, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

March 15, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR 46 listing material requirements for the Long Creek-Fox Creek Section, Project No. FAP 182-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/BB

Encl.

Oregon State Highway Department **Federal Aid Project No. 182-D (1)**

LONG CREEK-FOX CREEK SECTION OF THE PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 15, 1941

Roadway

All Required		Clearing and Grubbing		$ 2,000.00
100	sq. ft.	Felling Danger Trees	$ 1.00	100.00
320	cu. yds.	Structural Excavation for Highway, Unclassified	1.30	416.00
150	cu. yds.	Trench Excavation, Unclassified	1.00	150.00
52,500	cu. yds.	General Excavation, Unclassified	.40	21,000.00
65,000	yd. sta.	Short Overhaul	.01	650.00
680	C-yd.sta.	Long Overhaul	.40	272.00
30,000	lin. ft.	Rounding Cutbanks	.08	2,400.00
9.18	miles	Finishing Roadbed and Slopes	200.00	1,836.00
54	lin. ft.	8" Perforated Metal Pipe in Drains	1.00	54.00
700	lin. ft.	12" Corr. Metal Pipe	1.50	1,050.00
980	lin. ft.	18" Corr. Metal Pipe	2.50	2,450.00
48	lin. ft.	24" Corr. Metal Pipe	3.50	168.00
140	lin. ft.	Salvaging Culvert Pipe	1.00	140.00
30	cu. yds.	Riprap	3.00	90.00
3,000	cu. yds.	Selected Roadbed Topping	.30	900.00
4,400	yd. mi.	Hauling Roadbed Topping	.12	528.00
22,800	tons	4" - 2" Rock in Base	1.10	25,080.00
19,800	tons	3/4" - 0" Rock in Base and Shoulders	1.10	21,780.00
900	M-gals.	Sprinkling	1.50	1,350.00
9.18	miles	Preparation of Base	100.00	918.00
1,440	tons	3/4" - 0" Rock in Binder Course	1.70	2,448.00
4,400	tons	Furnishing and Placing Aggregates	2.00	8,800.00
170	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	28.00	4,760.00
200	tons	Furnishing and Placing 151-200 Asphalt	28.00	5,600.00
114	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	28.00	3,192.00
				$108,132.00

R 46

Roadway (Long Creek-Fox Creek)

Bridge (Sta. 337+19 to 337+39)

27 cu. yds.	Structural Excavation for Bridges, Unclassified	$ 4.00	$	108.00
All Required	Shoring, Cribbing, Etc. (40%)			80.00
36 cu. yds.	Class "A" Concrete	26.00		936.00
6,200 lbs.	Metal Reinforcement	.065		403.00
55 lin. ft.	Concrete Handrail	5.00		275.00
			$	1,802.00
	Subtotal		$	109,934.00
	10% Engr. & Cont.			10,993.40
	Total		$	120,927.40

Bridge (Sta. 294+10.5 to 294+35.5)

43 cu. yds.	Structural Excavation for Bridges, Unclassified	$ 4.00	$	172.00
All Required	Shoring, Cribbing, Etc.			120.00
44 cu. yds.	Class "A" Concrete	26.00		1,144.00
7,800 lbs.	Metal Reinforcement	.065		507.00
65 lin. ft.	Concrete Handrail	5.00		325.00
	Subtotal		$	2,268.00
	10% Engr. & Cont.			226.80
	Total		$	2,494.80

Length of Roadway	9.181 miles
Length of Bridge	.005 mile
Total Length	9.186 miles
Cost per mile, Roadway	$ 13,171.48

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 120,927.40	$ 73,768.00	$ 47,159.40
Bridge	2,494.80	1,522.00	972.80
	$ 123,422.20	$ 75,290.00	$ 48,132.20

R 26

Roadway (Long Creek-Fox Creek)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 20, 1941 State Oregon

Completion Date (Est.) Aug. 31, 1941 Project No. FAP 182-D (1)

Estimated Total Cost Roadway $ 180,987.40 Length: Miles 9.181

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	70	6	Metal culvert pipe	Lb.	30,000
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	7,000
3	Bituminous mat.	Gal.	95,000	8	Structural steel	Lb.	
4	Lumber	M.	4	10	Explosives	Lb.	50,000
5	Timber piling	Lft.					

28
26

Bridge (Long Creek-Fox Creek)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for ~~Roadway~~ Bridge
(To Accompany P.S. & E.)

Starting Date (Est.) April 20, 1941 State Oregon

Completion Date (Est.) Aug. 31, 1941 Project No. FAP 182-D (1)

Estimated Total Cost Bridge $ 2,494.80 Length: Miles .005

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	85	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	88,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	5	10	Explosives	Lb.	
5	Timber piling	Lft.					

LONG CREEK-FOX CREEK SECTION

PROJECT NO. FA 182-D (1)

While negotiations for right of way are in progress, nine parcels have not been acquired, nor has the right to occupy and use those parcels been secured, but it is now believed that all necessary right of way can be made fully available within sixteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

March 15, 1941

CONTRACT# [redacted] 2452

26-1150 Interstate Bridge.
Placing new expansion plates 1941
2252

RECEIVED
OCT 11 1941
FOR FILING

26-1150

2452

R

October 10, 1941

Birkemeier & Saremal
442 Sherlock Building
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 24, 1941, granted you the extension of time requested from June 30 to July 10, 1941, without penalty, in connection with contract No. 2452 for installation of new expansion plates on the Interstate Bridge on the Pacific Highway, between Portland and Vancouver, in Multnomah County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HS

cc - R. A. Collier

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OCT 10 1941
FOR FILING

26-1150
2452

R

October 9, 1941

Birkemeier & Saremal
442 Sherlock Building
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 5, 1941, granted you the extension of time requested, from June 30 to July 31, 1941, without penalty, in connection with contract No. 2452, for installing new expansion plates on the Interstate Bridge, between Portland and Vancouver, Washington, on the Pacific Highway, Multnomah County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RB

cc - R. A. Collier

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FOR FILING

26-1150
2452

R

September 12, 1941

General Casualty Company of America
Mansfield & Company
310 Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2452 for new expansion plates on the Interstate Bridge on the Pacific Highway in Multnomah County has been completed by the contractor [illegible] and that final settlement will be made by the state with said contractor on or after September 22, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $8,306.44, force account included in this amount is $941.09. This contract was completed on July 31, 1941 and accepted by the Commission September 5, 1941.

Yours very truly,

GA

Secretary

NOTED
D. DeSart

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1941

Subject:

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Birkemeier & Saremal completed the work on Contract 2452, replacing expansion plates on the Interstate Bridge in Multnomah County, July 31, 1941. Will you please secure authority from the Commission to pay the final estimate on this job.

The specified date for completion of the work was June 30. We are arranging with the contractor to present his request for an extension of time. This will be presented to you to bring before the Commission as soon as the request is received in this office.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG MJ
cc - C. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE Sept 5, 1941
W B Bearny
Secretary

RECEIVED
APR 29 1941
FOR FILING

26-1150
2452

April 28, 1941

Birkemeier & Saremal
Sherlock Building
Portland, Oregon.

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2452, which was awarded to you on April 4, 1941, by the State Highway Commission, covering the installation of new expansion plates on the Interstate Bridge in Portland. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

a

RECEIVED
APR 29 1941
FOR FILING

26-1150
2452

April 28, 1941

General Casualty Co. of America
Mansfield & Company
310 Lewis Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2452, which was awarded to Birkemeier & Saremal by the State Highway Commission on April 4, 1941, covering the installation of new expansion plates on the Interstate Bridge in Portland.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

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APR 9 1941
FOR FILING

26-1150
2452

April 8, 1941.

BIRKEMEIER & SAREMAL
442 Sherlock Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2452 which was awarded to you by the State Highway Commission on April 4, 1941, covering the placing of new expansion plates on the Interstate Bridge in Portland, Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 7 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MBL

NOTED
D. G. DeSart

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APR 7 1941
FOR FILING

26-1150
2452

April 5, 1941

Birkemeier & Saremal
Sherlock Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission on April 4, 1941, awarded you the contract for placing new expansion plates on the Interstate Bridge, in Multnomah County. This award was based on your low bid of $7,770.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS
Secretary

cc - S. H. Probert
G. S. Paxson

CONTRACT # 2453

136-1009 Reconstruction Dayton Bridge
Three Mile Lane Secondary Hwy. 1941

2453 Yamhill River

RECEIVED
DEC 4 1942
FOR FILING

136-1009

December 4, 1942

Mr. J. R. Johnston
400 Sheridan Street
Newberg, Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 5, 1942, granted you the extension of time requested, from December 31, 1941, to September 16, 1942, without penalty, in connection with contract No. 2453 for construction of approaches to the bridge over the Yamhill River on the Three Mile Lane Secondary Highway, at Dayton, in Yamhill County.

Very truly yours,

Secretary

AS

cc - F. B. [illegible]

RECEIVED
FOR FILING

136-1009

November 4, 1942

Columbia Casualty Company
Jas. McI Wood -
West & Company
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2453 for work on the Dayton Bridge Section of the Three Mile Lane Secondary Highway, in Yamhill County, has been completed by the contractor, J. F. Johnston, and that final settlement in the amount of $2,615.16 will be made on or after November 14, 1942.

The State is not advised of any unpaid claims for labor or material or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise you that the total contract amount is $26,958.29 and that no force account work was performed therein. This contract was completed on September 16, 1942, but has not as yet been formally accepted by the State Highway Commission.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

be

RECEIVED
APR 29 1942
FOR FILING

136-1009

April 28, 1942

Mr. Barnett H. Goldstein
Attorney at Law
Failing Building
Portland, Oregon

Dear Mr. Goldstein:

At the request of Mr. W. A. Reeves of our Bridge Department, I am forwarding to you today, by express, a certified copy of J. F. Johnston's contract for the construction of a bridge over the South Yamhill River at Dayton, in Yamhill County, contract No. 2453.

Mr. Reeves has asked me to tell you that the other material that you requested of him will be sent shortly.

Very truly yours,

HBO:AM

Secretary

cc - W. A. Reeves

RECEIVED
FEB 9 1942
FOR FILING

131-1009

February 6, 1942

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 6, 1941, granted you the extension of time requested, from September 30 to December 31, 1941, without penalty, in connection with state highway contract No. 2453, for construction of approaches to the Dayton Bridge on the South Yamhill River Bridge Section of Three Mile Lane Secondary Highway, in Yamhill County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM
cc - Mr. F. D. Bason

F818 (9-37)

PACIFIC TELEGRAM

CLASS OF SERVICE

Full Rate		Day Letter	SYMBOL DAY L	Night Letter	SYMBOL N L

IF NEITHER OF THE TWO SYMBOLS SHOWN ABOVE APPEARS AFTER THE CHECK (NUMBER OF WORDS) THIS IS A FULL RATE TELEGRAM. OTHERWISE ITS CHARACTER IS INDICATED BY THE SYMBOL APPEARING AFTER THE CHECK.

DAYTON 1 22 NL 2 EXTRA DAYTON OREGON DEC 10 1941

STATE HIGHWAY COMMISSION

SALEM OREGON

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DEC 12 1941
FOR FILING

LARGE FIRE BY LOCAL BRIDGE HAS EXISTED FOR THREE NIGHTS MAKING DEFENSE BLACKOUT USELESS PLEASE HAVE CONTRACTOR COOPERATE WITH REGULATIONS

MAYOR DAYTON OREGON

Copy sent to
Bridge Dept - 12-11-41

REP'D TO Ann Monson
PHONE NO. 4171
OPERATOR 217 TIME 818 am

RECEIVED
DEC 12 1941
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 3 1941
FOR FILING

136-1009

May 2, 1941

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2453, which was awarded to you on April 4, 1941, by the State Highway Commission covering the South Yamhill River Bridge at Dayton in Yamhill County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
APR 9 1941
FOR FILING

136-1009

April 8, 1941

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2453 which was awarded to you by the State Highway Commission on April 4, 1941, covering the reconstruction of timber approaches and timber deck to steel span on Yamhill River on Three Mile Lane Secondary Highway, at Dayton, in Yamhill County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send a copy to the surety on your bond.

Your special attention is called to the provision under Section 7, page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MEL

NOTED
D. G. DeSart

RECEIVED
APR 7 1941
FOR FILING

136-1009

April 5, 1941

Mr. J. P. Johnston
809 Sheridan Street
Newberg, Oregon

Dear Sir:

The State Highway Commission on April 4, 1941, awarded you the contract for work on the steel span over the Yamhill River on the Three Mile Lane Secondary Highway at Dayton, in Yamhill County. This award was based on your low bid of $26,464.90, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc S. H. Probert
G. S. Paxson

3c

FORM E-30 REVISED 20M 1-41

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1941

Subject: Dayton Bridge over the Yamhill River

To:
Mr. C. B. McCullough
Assistant Chief Engineer
Office

Dear Sir:

The Dayton Bridge over the Yamhill River consists of a 200-foot steel span with a timber deck and 884 linear feet of untreated frame trestle. All of the timber in this bridge is so far decayed that it is necessary to replace it. Our estimate of cost is $22,650.

This is a larger job than is ordinarily done with state forces, and we propose to contract the replacement of the timber. This matter has been discussed with Mr. Bishop, and it has been agreed that the cost of the work should be charged against the maintenance budget.

I would ask that the matter be taken up with the Highway Commission with a view toward getting authority to advertise the work at the April meeting.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP CM
cc J. N. Bishop

C. P.

CONTRACT# [redacted] 2454

SN-FAP 73-8 Onion Flat Sec., Pacific 1941
Hwy. West
#2454

RECEIVED
DEC 13 1943
FOR FILE

73-8

#15

November 20, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The final voucher assembly for the Union Flat Section of the Pacific Highway West does not contain the customary copies of "Excerpt from the Minutes of the State Highway Commission" concerning the time extension to the contractor on this project. Will you please send these to complete the file for forwarding the voucher.

This project was erroneously listed as SN-FAP 73(9) instead of SN-FAP 73(8) in your transmittal letter of August 31, 1943.

The voucher assembly for SN-FAP 73(9), Tigard Section Roadside Improvement, was also received with that letter in addition to the nineteen listed.

Very truly yours,

W. H. LYNCH
District Engineer

By:

L. J. Caufield
Senior Highway Engineer

ECEIVED

EXCERPT FROM MINUTES OF MEETING ON APRIL 2, 1942

OF THE OREGON STATE HIGHWAY COMMISSION

Roy L. Houck, contract No. 2454, for grading and paving the Onion Flat Section of the Pacific Highway West, in Washington County, requested an extension of time, from September 30, 1941, to November 5, 1941, within which to complete this job. He attributed his failure to complete the project within the specified time limit to shortage of skilled labor, materials, and to inclement weather during the months of August and September. The Engineer advised that this job was delayed by inability of the material contractors to furnish concrete aggregate as soon as was anticipated because of defense paving contracts at the Portland Airport and at Tongue Point Naval Base. He also said that there was a shortage of skilled concrete workers which prevented the carrying on of the work under additional shifts. He verified the contractor's statement as to encountering bad weather. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty notwithstanding that he has not as yet received a letter from the Public Roads Administration expressing its attitude with respect thereto. The Commission approved the recommendation. (A letter was received from W. H. Lynch, District Engineer, Public Roads Administration, subsequent to this meeting, concurring in the recommendation.)

RECEIVED
FOR FIL

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

73-8

July 27, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 73 (8)
Onion Flat Section
Pacific Highway West

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encl.

Ton

Waypr-12766

Oregon Federal Aid Project No. SN-FAP 73(8)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 1, 1941 by the Oregon State Highway Commission, and on November 21, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 73(8); and

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested an increase in the Federal share payable on account of said project as authorized in section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.), and has requested that the Federal funds approved and set aside to the credit of the project be increased from $28,200.00 to $38,030.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-eight thousand, thirty and 00/100 dollars ($38,030.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read;

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of thirty-eight thousand, thirty and 00/100 dollars ($38,030.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-nine thousand, five hundred eighty-six and 90/100 dollars ($49,586.90), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on June 22, 1942,

and the Administrator on JUL - 7 1942.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By
Acting Commissioner of Public Roads

Oregon Federal Aid Project No. SN-FAP 73(8)

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SN-FAP 73(8) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $49,586.90 in lieu of the $28,200.00 approved by Certificate dated November 21,1941 as the total estimated cost of said project, and the sum of $38,030.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and JUL - 7 1942

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

JUL 18

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JUN 1 [illegible] 1942
FOR FILING

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 73 - 8

June 17, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 73 (8)
Onion Flat Section
Pacific Highway West

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUN 18 1942
OREGON
STATE HIGHWAY COMMISSION

Jon

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MAY 13 1942
FOR FILING

73-8

May 12, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Onion Flat Section, Project No. SN-FAP 73 (8).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. M. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. [illegible]-FAP 73 ([illegible])

ONION FLAT SECTION OF THE
PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1942

WORK DONE PRIOR TO JUNE 15, 1942

Materials Produced and Stockpiled

2,300	cu. yds.	Aggregates for Pavement	$ 1.29	$ 2,967.00
5,600	tons	2" - 0" Materials in Base	.90	5,040.00
1,350	tons	3/4" - 0" Materials in Shoulders	.90	1,215.00
200	tons	½" - 0" Materials in Cushion Course	.90	180.00
350	tons	Mineral Aggregate for Oiling	.90	315.00
		Subtotal		$ 9,717.00
		10% Engr. & Cont.		971.70
		Total		$ 10,688.70

WORK PERFORMED SUBSEQUENT TO JUNE 15, 1942

Roadway (Sta. 334+00 to 374+00)

All Required		Clearing and Grubbing		$ 900.00
4,900	sq. yds.	Removal of Old Pavement	$ .50	2,450.00
1,250	sq. yds.	Placing Pavement on Slopes	1.50	1,875.00
30	cu. yds.	Structural Excavation, Unclassified	1.00	30.00
21,000	cu. yds.	General Excavation, Unclassified	.18	3,780.00
87,000	yd. sta.	Short Overhaul	.01	870.00
1,000	C-yd.sta.	Long Overhaul	.30	300.00
1,800	lin. ft.	Rounding Cutbanks	.05	90.00
0.76	mile	Finishing Roadbed and Slopes	300.00	228.00
24	lin. ft.	12" Concrete Pipe	1.00	24.00
130	lin. ft.	Salvaging Culvert Pipe	.50	65.00
6,000	tons	2" - 0" Material in Base	1.75	10,500.00
1,350	tons	3/4" - 0" Material in Shoulders	1.75	2,362.50
200	tons	½" - 0" Material in Cushion Course	1.75	350.00
220	M-gals.	Sprinkling	1.50	330.00
9,800	sq. yds.	Portland Cement Concrete Pavement	1.80	17,640.00

750	lin. ft.	Expansion Joints in Pavement	$ .20	$ 150.00
5,150	lin. ft.	Contraction Joints	.03	154.50
750	only	Dowel Bars	.20	150.00
3,500	lbs.	Tie Bars and Reinforcement	.06	210.00
380	tons	Furnishing and Placing Aggregates	3.00	1,140.00
36	tons	Furnishing and Placing RT-8 Tar	30.00	1,080.00
800	cu. yds.	Salvaging Surfacing Materials	1.00	800.00
				$ 45,079.00
		Less Cost of Stockpiled Materials	Cr.	9,717.00
		Subtotal		$ 35,362.00
		10% Engr. & Cont.		3,536.20
		Total		$ 38,898.20

Length [illegible] mile
Cost per mile $ 65,504.49

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Prior to June 15, 1942	$ 10,688.70	$ 6,520.00	$ 4,168.70
Work Subsequent to June 15, 1942	38,898.20	31,510.00	7,388.20
	$ 49,586.90	$ 38,030.00	$ 11,556.90

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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73-8

May 6, 1942

Mr. Roy L. Houck
Ladd & Bush Bank Bldg.
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting on April 2, 1942, granted you the extension of time requested, from September 30 to November 5, 1941, without penalty, in connection with contract No. 2454 for grading and paving the Onion Flat Section of the Pacific Highway West, in Washington County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - W. C. Williams

73-8

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R H SALDOCK

April [illegible]ch, 1942

Union Flat Section
Contract No. 2454

FINAL COST ANALYSIS
Grading & Paving
Roy L. Houck, Contractor
H. C. Broadwell, Resident Engineer

Pacific Highway West
Prefix 34-1113

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$188.70	All				$500.00
Removal of Old Pav't.	1,335.44	4,192	Sq. Yd.	$0.32	$0.50	2,096.00
Placing Pav't. on Slopes	585.50	868.1	" "	0.67	1.50	1,302.15
Struct. Excavation	6.60	4.6	Cu. Yd.	1.43	1.00	4.60
General Excav., Unclassified	4,839.33	22,851.8	" "	0.216	0.18	4,113.32
Short Overhaul	1,077.85	107,785	Yd. Sta.	0.01	0.01	1,077.85
Long "	551.88	1,839.6	C-Yd. Sta.	0.30	0.30	551.88
Rounding Cutbanks	194.50	2,145	Lin. Ft.	0.09	0.05	107.25
Finishing Roadbed & Slopes	277.35	0.76	Mile	364.93	300.00	228.00
12" Concrete Pipe	116.15	132	Lin. Ft.	0.88	1.00	132.00
Salvaging Culv. Pipe	78.50	119	" "	0.66	0.50	59.50
2"-0" Mat'l in Base	10,537.80	5,459.78	Ton	1.93	1.75	9,554.62
3/4"-0" Mat'l in Shoulders	2,241.68	1,161.29	"	1.93	1.75	2,032.26
½"-0" Mat'l in Cushion	847.16	439.27	"	1.93	1.75	768.72
Sprinkling	64.45	47	M-Gal.	1.38	1.50	70.50
Portland Cement Concrete Pavement	15,647.33	9,777.78	Sq. Yd.	1.60	1.80	17,600.00
Expansion Joints	119.68	748	Lin. Ft.	0.16	0.20	149.60
Contraction Joints	128.15	5,126	" "	0.025	0.03	153.78
Dowel Bars & Special Holders	356.40	792	Each	0.45	0.20	158.40
Tie Bars & Reinf. Steel	170.10	3,401.7	Lbs.	0.05	0.06	204.10
Fur. & Place Min. Agg.	1,402.50	424.7	Tons	3.30	3.00	1,274.10
" " " RT-8 Tar	850.75	37.98	"	22.40	30.00	1,139.40

Onion Flat Section Cost Analysis.

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Salv. Surf. Mat'l.	$1,088.60	1,532	Cu. Yd.	$0.72	$1.00	$1,532.00
Class "B" Asph. Conc.	271.50	27.15	Tons	10.00	10.00	271.50
PA #1, Furn. & Place Wood Sight Posts	68.00	20	Each	3.40	4.00	80.00
PA #2, Cement Adjustment	108.04	50.25	Bbl.	2.15	2.15	108.04
PA #3, 3/4"-0" Rock in Stockpile	507.20	316.8	Cu. Yd.	1.60	1.00	316.80
	$43,660.14					$45,586.37

Gross Revenue	$45,586.37
Total Cost	43,660.14
Net Profit	$1,926.23

Net Profit Equals 4.2% of Gross Revenue

Onion Flat Section

Detail of Cost

Labor:

Labor	$14,743.21	
Supervision	812.59	
State Industrial Accident Insurance 7.8%	1,214.39	
Unemployment Insurance & Social Security	724.39	$17,494.58

Materials:

12" Concrete Pipe	132	lin. ft.	at	$0.637	$84.15	
Portland Cement	2,912.75	bbl.	"	2.05	5,971.14	
Concrete Aggregate	2,444	cu. yd.	"	1.43	3,494.92	
3/4"x7" Expansion Joints	748	lin. ft.	"	0.0844	63.13	
¼"x2" Contraction Joints	5,126	" "	"	0.0087	44.60	
Dowel Bars	792	each	"	0.1175	93.06	
Special Dowel Holders	72	"	"	2.25	162.00	
Dowel Sleeves	792	each	"	0.035	27.72	
Reinforcing Steel	3,401.7	lbs.	"	0.0342	116.33	
RT-8 Tar	37.98	tons	"	8.70	330.72	
Wood Sight Posts	20	each	"	0.80	16.00	10,403.77

Equipment Rental & Misc. Supplies:

Equipment Rental	$8,872.25	
Gas, Oil & Grease	3,067.00	
Small Tools & Misc. Supplies	836.57	
Lumber for Forms & Bunkers	366.14	
Rental for Stockpil Site	50.00	
Public Liability Insurance	155.55	
Bond	453.29	
Field Office Expense	44.55	
Freight & Cartage	209.52	
Home Office & General Overhead	1,192.75	15,247.62

Sub-Contractors:

Portland Roads & Driveways:

Haul & Place RT-8 Tar 37.98 tons at $10.00	$379.80

Cascade Construction Co.:

Class B Asph. Conc. 27.15 tons at	$134.37

Total Cost - - - - $43,660.14

Onion Flat Contract No. 2445

Remarks:

This contract, which included the grading, concrete paving and incidental work to reconstruct 0.76 mile of highway, was bid and awarded April 4th, 1941. Work was started May 12th, 1941, and the contract was finished November 5th, 1941.

The crushed rock required for surfacing, shoulders, cushion and aggregate for oiling detour were produced by the contractor at the Rex quarry. A large crushing plant was set up, and 7,485 tons of crushed rock were produced and hauled 5½ miles and stockpiled on the south end of the job. Only five weeks were required to set up and produce the crushed rock by working three shifts per day. No blasting was required in the quarry as there was considerable loose rock, and the large shovel, 1-3/4 cu. yd., dug all the rock without blasting. The cost of setting up a large plant for a small amount of rock, and the long haul to stockpile made the crushed rock quite expensive, $1.58 per ton in stockpile.

The grading required the removal of the existing pavement and roadbed. A detour was constructed by widening, surfacing and oiling one shoulder and using half-width of old pavement. The grading and paving were constructed half-width at a time. When one-half width of new highway had been constructed and pavement had cured, traffic was routed over shoulder and strip of new pavement, and the other half-width was then constructed.

Most of the pavement removal, excavation and salvaging surfacing material was moved with cats and 12 cu. yd. scrapers. A heavy ripper was used to break up old pavement. A ½ cu. yd. shovel and trucks were used on some long haul excavation.

A large 34 c.f. dual-drum concrete mixer, a Johnson bullfloat and a Jaeger finishing machine with vibrator were used in laying the concrete pavement.

The batching plant which had been set up for the Tigard job was used, and the batched material was hauled seven miles to the mixer. Bulk cement was used which was hauled from Oswego to the batching plant by the contractor in thirty-barrel drums.

The concrete aggregate was purchased from the Ross Island Sand & Gravel Co. for $1.43 per cu. yd. delivered in stockpile at the batching plant.

The oiling work on the detour was done by Curtner who has a small oiling outfit. Hot Gasco was hauled from the Gasco plant.

The asphaltic concrete work on connections was done by the Cascade Construction Co.

Trouble with labor unions made it very difficult for the contractor to hire good men, which slowed up production and increased cost. However, with fair bid prices and good equipment a small profit was realized.

E. H. Clymer
Cost Analyst

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73-8

April 11, 1942

Great American Indemnity Company
C. A. Tomassene, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2454 for work on the Onion Flat Section of the Pacific Highway West, in Washington County, has been completed by the contractor, Roy L. Houck, and that final settlement will be made on or after April 21, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $45,586.37, including final payment, and that no force account work was performed therein. This contract was completed on November 5, 1941, and accepted by the Commission April 2, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MM Secretary

NOTED
D. G. DeSart

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December 26, 1941

Great American Indemnity Company
C. A. Tomassens, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter forwarded to the Secretary of State by the Portland Road & Driveway Company advising that its claim against Ray L. Houck's contract No. 2454, Union Flat Section of the Pacific Highway West, in Washington County, has been paid in full, and that it holds no further claim against the contract.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Houck.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - Ray L. Houck
212 U. S. Nat'l Bank Bldg.
Salem, Oregon

NOTED
D DeSart

December 26, 1941

Honorable Earl Snell
Secretary of State
Capitol
Salem, Oregon

Dear Sirs:

This acknowledges receipt of your letter of December 24 with a copy of a letter inclosed from the Portland Road & Driveway Company advising that its claim against Roy L. Houck, in connection with contract No. 2454, has been paid in full.

In accordance with our usual practice, we are today forwarding copies of the letter to the surety and the contractor for their information and records.

Very truly yours,

B[illegible]:AM

Secretary

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 24, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information and files, a copy of a letter from the Portland Road & Driveway Co. advising that their claim has been satisifed.

Very truly yours,

Earl Snell
Secretary of State

S:FM
enc. 1

Snell
Surety [illegible]
cc

[illegible] 1941

COPY

PORTLAND ROAD & DRIVEWAY CO.
2729 S.E.Tibbetts Street
Portland, Oregon

December 22; 1941

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This is to inform you Roy L. Houch's contract No. 2454, your file No. 3015, has been paid in full, Therefore we hold no further claim against this account.

Very truly yours,

Portland Road & Driveway Co.

By G.C.Curtner

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December 20, 1941

Great American Indemnity Company
C. A. Tomassene
Wilcox Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $396.50, which has been filed in the office of the Secretary of State by Portland Road & Driveway Company, against the bond taken from Roy L. Houck, in connection with state highway contract No. 2654, Onion Flat Section of the Pacific Highway West, in Washington County.

This information is given you inasmuch as you appear as surety on the bond furnished by Mr. Houck in connection with the above-mentioned contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - Roy L. Houck
Pioneer Trust Bldg.
Salem, Oregon

NOTED
D DeSart

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RECEIVED
DEC 23 1941
FOR FILING

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December 20, 1941

Great American Indemnity Company
C. A. Tomassene
Wilcox Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $396.50, which has been filed in the office of the Secretary of State by Portland Road & Driveway Company, against the bond taken from Roy L. Houck, in connection with state highway contract No. 2454, Onion Flat Section of the Pacific Highway West, in Washington County.

This information is given you inasmuch as you appear as surety on the bond furnished by Mr. Houck in connection with the above-mentioned contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - Roy L. Houck
Pioneer Trust Bldg.
Salem, Oregon

NOTED
D DeSart

December 20, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 18, 1941, enclosing copies of a claim which has been filed in your office by the Portland Road & Driveway Company, against the bond taken from Roy L. Houck, in connection with state highway contract No. 2454, Onion Flat Section, Pacific Highway West, in Washington County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 18, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed are copies of notice of claim by Portland Road & Driveway Co., for transporting and spraying RT8 Gasco Tar in the sum of $396.50 against the bond taken from the Great American Indemnity Company, for the work of Roy L. Houck, contract No. 2454, for grading and paving the Onion Flat Section of the Pacific Highway West, in Washington County.

Kindly acknowledge receipt of the copies for our files.

Very truly yours,

Earl Snell
Secretary of State

S:FL

Enc.

RECEIVED
DEC 20 1941
STATE HIGHWAY COMMISSION

PORTLAND ROAD & DRIVEWAY CO.

2729 S. E. TIBBETTS STREET

PORTLAND, OREGON

December 15, 1941

To the Secretary of State

Notice is hereby given that the undersigned, Portland Road & Driveway Co., has a claim for Transporting and spraying RT6 Gasco Tar in the total sum of $396.50 against the bond taken from the Great American Indemnity Company, C. A. [illegible], Wilcox Building Portland, Oregon, for the work of Roy L. Houck, contract No. 2454, for grading and paving the Onion Flat Section of the Pacific Highway West, in Washington County.

PORTLAND ROAD & DRIVEWAY CO.

by G. C. CURTNER

ENDORSED:

File No. 3015
Filed December 18, 1941
EARL SNELL, Secretary of State

P 73-8

Stencil No. 124

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

R

December 19, 1941

Ore. SN-FAP 73 (8)
Onion Flat Section
Pacific Highway West

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

Fron

Wa4pr-12766

Form P. R. 2

State Oregon

Federal Aid Project No. SE-FAP 73(8)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of Nov. , 1941

by and between The Oregon State Highway Commission , constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 16th day of June, 19[illegible], a project statement, which was approved on the 15th day of August, 19[illegible], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section xxxxxxxxxx~~said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 19th day of March 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-eight thousand, two hundred and 00/100 dollars ($28,200.00) as the share of the United States payable under said act on account of ~~Section xxxxxxxxxxxx~~said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State : Chap. 175, laws 1917, Chap. 31, laws 1920; Chap. 529, laws 1939
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 334+00 in the SE¼, Sec. 20, and survey station 374+00 in the NE¼, Sec. 29, all in T. 2 S., R. 1 W., W.M.

, length 0.757 of a mile~~s~~, in Washington County,

being ~~Section~~ ~~of~~ Oregon Federal Aid project. No. [illegible]-FAP 73([illegible]), consisting of

0.757 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span,*

~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction [illegible] of said project shall not in any event exceed the sum of twenty-eight thousand, two hundred and 00/100 dollars ($28,200.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-nine thousand, five hundred eighty-six and 90/100 dollars ($49,586.90), the approved total estimated cost [illegible] of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 329, Laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of NOV 21 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Herman W. Oliver
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency ~~as~~ Federal Aid Project No. SS-FAP 73(8) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 49,586.90 as the total estimated cost of said project, and the sum of $ 28,200.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....

one thousand nine hundred and NOV 21 1941

FEDERAL WORKS ADMINISTRATOR,

By H.J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10190

RECEIVED
DEC 13 1941
FOR FILING

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December 12, 1941

Great American Indemnity Company
C. A. Tomassene, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

This is to advise you that the Portland Road and Driveway Company, Portland, has filed two claims, in the amounts of $110.00 and $286.50, respectively, against the bond taken from Roy L. Houck in connection with his contract with the State Highway Commission, No. 2454, which is for grading and paving the Onion Flat Section of the Pacific Highway West, in Washington County.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Houck in connection with the above-mentioned contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

cc - Roy L. Houck
212 U.S.Nat'l Bank Bldg.
Salem, Oregon

NOTED
D. G. DeSart

December 11, 1941

Portland Road & Driveway Company
2729 S. E. Tibbetts Street
Portland, Oregon

Attention: G. C. Gertner

Const - Contractors - Gen.

Gentlemen:

Your letter of December 10, 1941, addressed to the attention of Mr. Collier, has been handed to me for handling in our usual manner.

Contractors on state highway work are required to furnish a surety bond for the protection of labor and materialmen. We offer you the protection of the bonds filed by the different contractors against whom you have claims.

We suggest that you file your claim direct with the respective bonding companies and also with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is inclosed.

The pertinent information for filing these claims against the respective contractors is as follows:

> A. Milne, contract No. 2360, for grading, oiling and surfacing the South Newport Section of the Oregon Coast Highway, in Lincoln County. United States Fidelity and Guaranty Company, Lloyd E. Tranter, agent, 1616 S. E. 51st Street, Portland. Contract accepted by State Highway Commission on July 24, 1941.
>
> Gales Creek Sand and Gravel Company, contract No. 2448, for grading, surfacing and oiling the Vandehey and Van Dyke Sections of the Nehalem Secondary Highway, in Washington County. Glens Falls Indemnity Company, Rogers Insurance Agency, agents, Title and Trust Building, Portland. Work completed October 25, 1941, but contract not yet accepted by the State Highway Commission.

Homer G. Johnson, contract No. 2325, for bituminous macadam surfacing on the Germantown Road-Burnes Road Section of the Skyline Boulevard, in Multnomah County. General Casualty Company of America, Mansfield & Company, agents, 310 Lewis Building, Portland. Contract accepted October 17, 1941.

Roy L. Houck, contract No. 2454, for grading and paving the Onion Flat Section of the Pacific Highway West, in Washington County. Great American Indemnity Company, C. A. Townsend, Wilcox Building, Portland. Work completed November 5, 1941, but contract not yet accepted by the State Highway Commission.

In accordance with our usual practice, we are today calling your claims to the attention of the interested bonding companies and the contractors.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - R. A. Collier

STATEMENT

H. C. CURTNER
JOE BURKHARDT
B. CURTNER

PENETRATION: BITUMULS-GASCO AND ROAD OILS
ASPHALTIC PLANT MIXED PAVEMENT
FOR RENT-ROLLERS AND GRADERS

TELEPHONE EAst 1914

PORTLAND ROAD & DRIVEWAY CO.
2729 Southeast Tibbetts Street
PORTLAND, OREGON

Roy L. Houck
212 U.S. National Bank Building
Salem, Oregon.

July 10,1941

		Hauling and spraying RT8 Gasco Tar on the Onion Flat job 28-65/100 Tons at $10.00 per ton				286	50

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Ton

STATEMENT

G. C. CURTNER
JOE BURKHARDT
B. CURTNER

PENETRATION: BITUMULS-GASCO AND ROAD OILS
ASPHALTIC PLANT MIXED PAVEMENT
FOR RENT-ROLLERS AND GRADERS

TELEPHONE EAst 1914
PORTLAND ROAD & DRIVEWAY CO.
2729 Southeast Tibbetts Street
PORTLAND, OREGON

Roy L. Houck

212 U.S. National Bank Building

Salem, Oregon.

August 25,1941

Aug.	23	Transporting and spraying RT8 Gasco Tar on the Onion Flat job				
		11 Toms at $10.00 per ton			110	00

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

73 - 8

R R

ECEIVED
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8

December 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 73 (8), Onion Flat Section of the Pacific Highway West, was made by a representative of this office on November 14, 1941. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

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DEC 4 1941
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December 3, 1941

Great American Indemnity Company
C. A. Tomassene,
Wilcox Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Roy L. Houck on contract No. 2454 for grading and paving the Onion Flat Section of the Pacific Highway West, in Washington County. This payment, in the amount of $2,044.77, will be made on or after December 13, 1941. The retained percentage is $1,354.91.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

R.

Form E-1—6M—4-41

73-8

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 29, 1941

Section Onion Flat

Kind of work Grading & Paving

Highway Pacific, West

Section prefix 34-1113

Contractor Roy L. Houck

Contract number 2454

Date of contract April 11, 1941

Date of completion September 30, 1941

Date work started May 12, 1941

Estimated date of completion November 5, 1941

Amount of contract $45,329.00

Per cent of time elapsed 122 %

Estimated cost of completed project, exclusive of engineering $45,588.45

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $3,084.60, 113%

Date project was completed November 5, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed the semi-final estimate, (except the Hard Copy Detail Map) and delivered to Mr. Collier November 29th.

NOTED
AY WEBBER

RECEIVED
DEC 1 - 1941

Signed

Address 9200 SE. McLoughlin Blv'd. Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.76	0.76			0.76
Miles partially completed					
Miles completed	0.76	0.76			0.76
Total estimated quantities	21,000 Cy	7,550 Ton		380 Ton	9,800 Sy
Estimated quantities moved or placed to date	22,848 "	7,060.34 "		424.70 "	9,777.78
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Clear		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Foggy		
Friday	Rain		
Saturday	Cloudy		

RECEIVED
OCT 3 1 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
[illegible] 7 - 1941
STATE [illegible] SION

R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon SN-FAP 73 (8)
Onion Flat Section
Pacific Highway West

October 4, 1941

73-8

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Tran

R

RECEIVED
SEP 19 1941
FOR FILING

73-8

#2454

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Onion Flat Section, Project No. [illegible]-FAP 73 (8).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. SM-FAP 73 (8)

ONION FLAT SECTION OF THE

PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 9, 1941

Roadway (Sta. 334+00 to 374+00)

All Required		Clearing and Grubbing		$ 500.00
4,900	sq. yds.	Removal of Old Pavement	$ .50	2,450.00
1,250	sq. yds.	Placing Pavement on Slopes	1.50	1,875.00
50	cu. yds.	Structural Excavation, Unclassified	1.00	50.00
21,000	cu. yds.	General Excavation, Unclassified	.18	3,780.00
87,000	yd. sta.	Short Overhaul	.01	870.00
1,000	C-yd.sta.	Long Overhaul	.30	300.00
1,800	lin. ft.	Rounding Cutbanks	.05	90.00
0.76	mile	Finishing Roadbed and Slopes	300.00	228.00
24	lin. ft.	12" Concrete Pipe	1.00	24.00
130	lin. ft.	Salvaging Culvert Pipe	.50	65.00
6,000	tons	2" - 0" Material in Base	1.75	10,500.00
1,350	tons	3/4" - 0" Material in Shoulders	1.75	2,362.50
200	tons	1" - 0" Material in Cushion Course	1.75	350.00
220	M-gals.	Sprinkling	1.50	330.00
9,800	sq. yds.	Portland Cement Concrete Pavement	1.80	17,640.00
750	lin. ft.	Expansion Joints in Pavement	.20	150.00
5,150	lin. ft.	Contraction Joints	.03	154.50
750	only	Dowel Bars	.20	150.00
3,500	lbs.	Tie Bars and Reinforcement	.06	210.00
380	tons	Furnishing and Placing Aggregates	3.00	1,140.00
36	tons	Furnishing and Placing RT-8 Tar	30.00	1,080.00
800	cu. yds.	Salvaging Surfacing Materials	1.00	800.00
			Subtotal	$ 45,079.00
			10% Engr. & Cont.	4,507.90
			Total	$ 49,586.90

Length	0.757 mile
Cost per mile	$ 65,504.49

Federal Aid Funds- -	$ 28,200.00
State Funds- -	21,386.90
	$ 49,586.90

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 579, laws 1939
State Funds for Maintenance: Chap. 579, laws 1939

RECEIVED
JUL 3 1941
FOR FILING

73-8

July 2, 1941.

Mr. L. A. Gritton
District Manager
West Coast Telephone Company
Forest Grove, Oregon

Dear Sir:

Reference is made to your communication of June 24, addressed to Mr. Glaisyer, and having reference to the removal of your pole line on the Onion Flat Section of the Pacific Highway West near Sherwood.

It appears that Mr. Broadwell notified you that your pole line should be moved by July 7, and you are making inquiry as to whether or not July 14 will be time enough for this move.

Mr. Collier, Division Engineer, informs me that our contractor started work on June 27, and that your company started digging holes the day before (June 26). It appears to us that you should be able to keep well ahead of the contractor, and if you will do this, and have the move completed by July 14, as stated in your letter, we do not believe that there will be any interference whatsoever.

We wish to most sincerely thank you for your cooperation in reference to this matter.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

cc Mr. H. G. Smith
Mr. E. A. Collier
Mr. H. E. Glaisyer

FORM E-30 REVISED 25M 1-41

RECEIVED
JUL 1 - [illegible]
OFFICE OF
CONSTRUCTION ENGINEER

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 30, 1941

Subject: Onion Flat Section

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

The West Coast Telephone Company asked if the date July 14 will be time enough for moving the telephone poles at Onion Flat. Contractor Houck started working June 29 with one cat. The Telephone Company started digging holes June 28, and I think will keep out of Houck's road. I think they will have the move completed before July 14.

I suggest you answer their letter, thanking them for starting to dig holes on June 28, advising them that our contractor started work on June 29, and trusting that they will be able to keep out of his way.

Very truly yours,

EA Collier

E. A. Collier
Division Engineer

EAC:1H
2 copies

e Company

RECEIVED
JUN 26 1941
OR
STATE HIGHWAY COMMISSION

REFERRED to R. T. Smith
By Asst. State Highway Engineer

Is this OK?

Dear Mr. Glaisyer:

This is to confirm our conversation this morning. We have received a letter from your Mr. H. C. Broadwell informing us that our pole line on the Onion Flat section, Pacific Highway west near Sherwood, must be moved by July 7.

Since Mr. Broadwell first informed us that this pole line is to be moved, our heavy construction crew has been continuously at work on state and county road projects. These projects include one item of about three miles pole line removal north of Gales Creek. Not only are we called upon to carry out these jobs at short notice but to meet the peculiar requirements of the job we have to do the work in about the most inefficient manner possible. That is to say we have to move from job to job doing not more than a small portion of the whole job at any one time.

The work on the Glenwood section of the Wilson River Road has been particularly bad in this respect, as we have been able to move only a few poles at a time, and long sections of line have had to be placed temporarily with twisted paired wire. This impairs transmission on important toll lines and is a source of considerable trouble to us. Our latest advice from the engineer on this particular project was that they intend to leave many trees standing between the road bed and the right of way line, thus making it impossible to string aerial wire if the poles are placed where we have been instructed to place them.

Generally, when we receive advance notice of road jobs we cannot plan to do the work in advance because a cut or fill must be made, right of way purchased, or trees removed from the proposed location. Generally speaking these jobs are held off to start with the arrival of good weather, with the obvious consequence that to meet our various assignments of this sort, our crews would need to be in several places at once.

I wish to assure you that we have made and are continuing to make every effort to cooperate in every possible way with work of your department.

RECEIVED
JUN 2
OFFICE OF
ENGINEER

West Coast Telephone Company

~~Mount Vernon, Washington~~
Forest Grove, Oregon
June 24, 1941

RECEIVED
JUN 26 1941
OR[illegible]
STATE HIGHWAY COMMISSION

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

This is to confirm our conversation this morning. We have received a letter from your Mr. H. C. Broadwell informing us that our pole line on the Onion Flat section, Pacific Highway west near Sherwood, must be moved by July 7.

Since Mr. Broadwell first informed us that this pole line is to be moved, our heavy construction crew has been continuously at work on state and county road projects. These projects include one item of about three miles pole line removal north of Gales Creek. Not only are we called upon to carry out these jobs at short notice but to meet the peculiar requirements of the job we have to do the work in about the most inefficient manner possible. That is to say we have to move from job to job doing not more than a small portion of the whole job at any one time.

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Generally, when we receive advance notice of road jobs we cannot plan to do the work in advance because a cut or fill must be made, right of way purchased, or trees removed from the proposed location. Generally speaking these jobs are held off to start with the arrival of good weather, with the obvious consequence that to meet our various assignments of this sort, our crews would need to be in several places at once.

I wish to assure you that we have made and are continuing to make every effort to cooperate in every possible way with work of your department.

RECEIVED
JUN 2[illegible]
OFFICE OF
[illegible] ENGINEER

However, the present period is a particularly difficult one for us. We are literally flooded with applications for service involving new line construction, and any undue delay on our part in meeting such demands may and frequently does result in complaints to the Public Utilities Commission, or of a more or less public nature which are exceedingly embarrassing to us. Ordinarily, we would relieve the situation by hiring extra men and extra equipment. At present, it is practically impossible to obtain skilled linemen of the type we must use for this sort of work, and no equipment can be spared from our other districts or from other companies. On the contrary, we are continually refusing requests for such assistance from others.

We fully realize the difficulties your engineers are facing, and we fully realize our responsibility to cooperate with the work of your department. At the same time, our own essential new construction is delayed, and our essential plant maintenance work has suffered badly as a result of these extraneous demands. We respectfully ask your consideration in this matter to the end that we may have longer advance notice of such jobs and whatever arrangements may be made to permit us to do the necessary work in an efficient manner rather than piecemeal.

With regard to the particular job in question on the Onion Flat section, I should appreciate knowing if July 14 will be time enough for this move.

Yours very truly,

LA Gritten

L. A. Gritten
District Manager

LAG:R

CC Mr. E. A. Collier, Oregon State Highway Dep't, Portland, Ore.
CC Mr. H. C. Broadwell, Oregon State Highway Dep't, Portland, Ore.

RECEIVED
MAY 3 1941
FOR FILING

73-8

May 2, 1941

Mr. Roy L. Houck
212 Pioneer Trust Bldg.
Salem, Oregon

Dear Sir:

We are handing you herewith a fully executed copy of contract No. 2454, which was awarded to you on April 11, 1941, by the State Highway Commission, covering grading and paving on the Onion Flat Section of the Pacific Highway West, in Washington County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

[illegible]ED
D. G. DeSart

RECEIVED
JUN 14 1941
FOR FILING

73-8

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April 11, 1941

Mr. Roy L. Houck,
Pioneer Trust Co. Bldg.,
Salem, Oregon

Dear Sir:

Confirming telephone call of this date, the State Highway Commission awarded to you today the contract covering the 0.76 mile of grading and paving on the Onion Flat Section of the Pacific Highway West, in Washington County. This award was based on your bid of $65,329.00 submitted on April 4, 1941.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

OK

get confirmed

M

73-8

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 14 1941
FOR FILING

April 11, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of April 10, 1941 that all Rights of Way have been acquired for Oregon Federal Aid project SN-FAP 73 (8), the Onion Flat Section, and requesting concurrence in award of contract as of April 11, 1941.

This will constitute our concurrence in award of contract for this project as of April 11, 1941 to Roy L. Houck, Salem, Oregon, who submitted low bid at the regular bid opening held April 4, 1941.

Very truly yours,

W. H. LYNCH
District Engineer

By: F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
APR 12 1941
FOR FILING

73-8

April 10, 1941

Mr. H. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

As all rights of way required for the Onion Flat Project, Project SE-FAP 73 (8), are now acquired, we request your concurrence in the award of the contract to Roy L. Houck of Salem, Oregon, on the basis of the bid submitted by him on April 4, 1941. We desire to make the award on April 11, 1941.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
APR 14 1941
FOR FILING

73-8

April 11, 1941

Mr. Roy L. Houck
212 U. S. National Bank Building
Salem, Oregon

Dear Sir:

We are handing you herewith four copies of Contract No. 2454 which was awarded to you by the State Highway Commission on April 11, 1941, covering the grading and paving of the Onion Flat Section of the Pacific Highway West, in Washington County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:MEL

73-8

RECEIVED
FOR FILING

RECEIVED
MAR 20 1941

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 19, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Federal Aid Project No. SN-FAP 73 (8), the Onion Flat Section of the Pacific Highway-West, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until the right of way is secured.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

P.

March 15, 1941

Mr. E. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR 46 listing material requirements for the Union Flat Section, Project No. SN-FAP 73 (8).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. SM-FAP ~~85 (6)~~
73(8)

ONION FLAT SECTION OF THE

PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 15, 1941

Roadway (Sta. 334+00 to 374+00)

All Required		Clearing and Grubbing		$ 100.00
4,900	sq. yds.	Removal of Old Pavement	$ .30	1,470.00
1,250	sq. yds.	Placing Pavement on Slopes	.50	625.00
30	cu. yds.	Structural Excavation, Unclassified	1.50	45.00
21,000	cu. yds.	General Excavation, Unclassified	.25	5,250.00
87,000	yd. sta.	Short Overhaul	.008	696.00
1,000	C-yd.sta.	Long Overhaul	.40	400.00
1,800	lin. ft.	Rounding Cutbanks	.10	180.00
0.76	mile	Finishing Roadbed and Slopes	300.00	228.00
24	lin. ft.	12" Concrete Pipe	1.25	30.00
130	lin. ft.	Salvaging Culvert Pipe	.80	104.00
6,000	tons	2" - 0" Material in Base	1.20	7,200.00
1,350	tons	3/4" - 0" Material in Shoulders	1.40	1,890.00
200	tons	½" - 0" Material in Cushion Course	1.50	300.00
220	M-gal.	Sprinkling	1.50	330.00
9,800	sq. yds.	Portland Cement Concrete Pavement	1.70	16,660.00
750	lin. ft.	Expansion Joints in Pavement	.20	150.00
5,150	lin. ft.	Contraction Joints	.04	206.00
750	only	Dowel Bars	.20	150.00
3,500	lbs.	Tie Bars and Reinforcement	.06	210.00
380	tons	Furnishing and Placing Aggregates	4.00	1,520.00
36	tons	Furnishing and Placing RT-8 Tar	25.00	900.00
800	cu. yds.	Salvaging Surfacing Materials	.50	400.00
			Subtotal	$ 39,044.00
			10% Engr. & Cont.	3,904.40
			Total	$ 42,948.40

Length 0.757 mile
Cost per mile $ 56,735.00

Federal Aid Funds- $ 24,000.00
State Funds- 18,948.40

$ 42,948.40

ONION FLAT SECTION

PROJECT NO. SN-FAP 73 (8)

While negotiations for right of way are in progress, seven parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within seventeen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

March 15, 1941

PR 46

(Roadway) Union Flat Section

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) March 1, 1941 State Oregon

Completion Date (Est.) Sept. 30, 1941 Project No. [illegible]-FAP 73 (8)

Estimated Total Cost Roadway $ 42,948.40 Length: Miles 0.757

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	3,000	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	5,800
3	Bituminous mat.	Gal.	7,200	8	Structural steel	Lb.	
4	Lumber	M.	16	10	Explosives	Lb.	6,000
5	Timber piling	Lft.					

CONTRACT# [redacted] 2455

FA 306-A-1 Hawthorne Bridge Approaches 1941
Pacific Hwy. West
#2455

RECEIVED
JUL 9 1942
FOR FILING

306-A-1

July 9, 1942

Lindstrom Brothers
0240 Palatine Hill Road
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 4, 1942, granted you the extension of time requested from September 30, 1941, to April 7, 1942, without penalty, in connection with contract No. 2455 for reconstruction of an approach to the Hawthorne Street Bridge over the Willamette River on the Pacific Highway West, in Portland, Multnomah County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - W. C. Williams

RECEIVED
JUN 17 1942
FOR FILING

306-A-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 15, 1942

Subject: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	7870	2455	7-final	Lindstrom Bros.	3,419.06	224148	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

ACCOUNTING DIVISION

By ______________
Bookkeeping Dept.

Approved ______________
Secretary

D G. [illegible]

RECEIVED
MAY 27 1942
FOR FILING

306-A-1

May 27, 1942

Great American Indemnity Company
C. A. Tomassene, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2455 for work on the Hawthorn Bridge approaches in Portland, Multnomah County, has been completed by the contractors, Lindstrom Brothers, and that final settlement will be made on or after June 6, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $36,447.04, including final payment, of which $6,993.60 is for force account work. This contract was completed on April 7, 1942, and will be presented to the Commission for acceptance at the meeting to be held June 4, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. G. DeSart

RECEIVED
MAR 13 1942
FOR FILING

306-A-1

March 13, 1942

Mr. Fred C. Reed
c/o Harvey Wells-Reed Insurance Agency
412 Failing Building
Portland, Oregon

Dear Sir:

Replying to your letter of March 10, concerning contract No. 2455 with Lindstrom Brothers for reconstruction of the Hawthorne Bridge approaches, wish to say that if we told you last October that this job was completed we were in error because investigation now reveals that all of the work under the original contract is not yet finished.

I am informed that the contractor performed certain force account work under this contract and that this work was completed at a cost of $6,610.93. Our Bridge Department advises that all of the work under this contract will be completed about March 31, 1942.

We have paid the contractor to date the sum of $33,027.98 which amount of course includes payment for the force account less a certain amount withheld for retained percentage.

I trust that I have given you the information desired.

Very truly yours,

HBG:AM

Secretary

RECEIVED
SEP 6 1941
FOR FILING

306-A-1

#2455

R

COPY

FEDERAL WORKS AGENCY

PUBLIC ROADS ADMINISTRATION
District One

September 2, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of August 11, submitting Price Agreement No. 1 for construction of underground work for street lighting system on SN-FAP 306-A (1), Front St. project, and to Mr. Paxson's letter of August 12, submitting Price Agreement No. 2 on SN-FAP 306-A (1), Hawthorne Bridge approach, covering excavation for transformer room.

This question was taken up with our Washington Office, and we are today in receipt of advice that Federal Funds should not participate in this work. We are therefore returning copies of the price agreements.

Very truly yours,

(Signed) W. H. Lynch

W. H. LYNCH
District Engineer

Encls.

R R

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 29 1941
FOR FILING

Ore. SN-FAP 306-A (1)
Hawthorne Bridge Approach
in Portland

July 23, 1941

306-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By A. F. Morris
A. F. Morris
Sr. Highway Engineer

Encl.

Fon

WA4 Pr. - 11057

Form P. R. 2

State Oregon

Federal Aid Project No. [illegible]-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of June, 1941 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the [illegible] day of October, 19[illegible], a project statement, which was approved on the [illegible] day of October, 19[illegible], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the [illegible] day of December 19[illegible]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred thirteen thousand, one hundred forty and 00/100 dollars ($213,140.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State : Chapter 175, Laws 1927; Chapter 32, Laws 1920; Chapter 329, Laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 99+62 at S. W. Washington St. and survey station 104+85 at S. W. Clay Street, all in Portland

, length 0.354 of a mile~~s~~ in Multnomah County,

being Section A(1) of Oregon Federal Aid project. No. [illegible] consisting of

0.354 of a mil~~es~~ of roadway and revision of two bridge approach structures ~~[illegible]~~,

[redacted]

16—11379 GPO

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JUL 14 1941

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of two hundred thirteen thousand, one hundred forty and 00/100 dollars ($213,140.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred sixty-three thousand, six hundred five and 87/100 dollars ($363,605.87), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter [illegible], Laws 1939 (Include reference to statute authorizing funds and probable amount annually available)

RECEIVED
JUL 14 1941
REGIONAL HEADQUARTERS

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 122

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of

JUN 30 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Herman W. Chaney
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ____________________
____
(Title of officer)

By ____________________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H.J. O'Leary
Acting Commissioner of Public Roads.

R

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible]-FAP 306-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $363,605.87 as the total estimated cost of said project, and the sum of $213,110.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______

one thousand nine hundred and JUN 30 1941

Federal Works Administrator,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10180

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FOR FILING

306-A-1

FORM B-1012 1500 5-40
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

June 12, 1941

IN REPLY PLEASE REFER TO FILE NO.

Lindstrom Bros.
7936 S. E. Salmon Street
Portland, Oregon

Gentlemen:

It appears that considerable better progress could be made on your contract for the reconstruction of the Hawthorne Bridge approaches. Therefore, in accordance with the specifications, you are directed to put on two shifts and continue the two shifts until the structure is again open to traffic. Please take the necessary steps immediately in conformance with these instructions.

Very truly yours,

R. H. Baldock
Chief Engineer

By

G. S. Paxson
Bridge Engineer

GSP CH
cc L. A. Collier
C. B. McCullough ✓

NOTED
C. B. McCullough

RECEIVED
MAY 21 1941
FOR FILING

206-A-1

a

May 21, 1941

Lindstrom Brothers
7936 S. E. Salmon Street
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2455 which was awarded to you on May 8, 1941 by the State Highway Commission covering the approach to the Hawthorne Bridge over the Willamette River in Portland. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:OA

NOTED
D. G. DeSart

RECEIVED
MAY 10 1941
FOR FILING

306-A-1

May 9, 1941

Lindstrom Brothers
7936 S. E. Salmon St.
Portland, Oregon

Gentlemen:

The State Highway Commission on May 8, 1941, awarded you the contract for reconstruction of the Hawthorne Bridge approaches in Portland on the Pacific Highway West, Multnomah County. This award was based on your low bid of $31,120 submitted on that date.

Contract forms will go forward to you today by express.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

cc - Mr. Probert
Mr. Paxson

RECEIVED
MAY 10 1941
FOR FILING

306-A-1

May 9, 1941

Lindstrom Brothers
7936 S. E. Salmon St.
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies of Contract No. 2455 which was awarded to you on May 8, 1941, by the State Highway Commission covering reconstruction of the Hawthorne Bridge approaches in Portland, Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7 page 15 of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

HBG:AM

Secretary

306-A-1

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MAY 12 1941
FOR FILING

RECEIVED
MAY 12 1941
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. SN-FAP 306-A (1), Hawthorne Bridge Approaches in Portland on the Pacific Highway West, to Lindstrom Bros., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

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FOR FILING

306-A-1

April 19, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are sending, under separate cover, five bid proposals for the Hawthorne Bridge, Project No. SM-FAP 306-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

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APR 21 1941
FOR FILING

306-A-1

April 18, 1941.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Box 3908
Portland, Oregon

Dear Sir:

Pursuant to our telephone conversation of yesterday, we will readvertise the remodeling of the Hawthorne Avenue Bridge at the Commission meeting on May 8, and 9. As stated to you over the telephone, it would not have been possible for us to accept the previous bid of the Frank Watt Construction Company even though he had agreed to waive the 30-day expiration limit on his original bid bond for the reason that subsequent to the submission of this bid, this contractor had secured another contract with us, and the limit for which he is prequalified would not permit us legally to award him both jobs.

We trust this explanation is sufficient for your record.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

CBM:AP

cc G. S. Paxson
S. H. Probert

CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

C
O
P
Y

April 14, 1941

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Frank Watt
2020 N. E. 58th Avenue
Portland, Oregon

Dear Sir:

Reference is made to your low bid on the Hawthorne Avenue Bridge work in Portland. When I last talked to you, you said that you still wanted to enter into the contract for this work provided the contract could be awarded in one week from the date of that conversation. Since this was early in February, I presume that conditions have changed since then.

Since you now have a contract with us in an amount exceeding $25,000 and since the work on Hawthorne Avenue is also in excess of $25,000, the award of both contracts would exceed your prequalification limits. We are, therefore, re-advertising the Hawthorne Avenue work at the Commission meeting on May 8 and 9.

Very truly yours,

R. H. Baldock
Chief Engineer

By

G. S. Paxson
Bridge Engineer

GSP CM

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FEB 10 1941
FOR FILING

306-A-1

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1941

Subject:

To:

Mr. R. H. Baldock
Chief Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

In accordance with your instructions, I telephoned Mr. Frank Watt, low bidder for the reconstruction work on the Hawthorne Bridge.

Mr. Watt stated that he is still willing to enter into a contract on the basis of his bid, provided he is notified within a week.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Bridge Office Engineer

WAR:TH

Const
Projects
Municipal - Portland
FRONT AVE

copy sent
Mr Paxson
1/12/41
ap

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JAN 1 [illegible] 1941
FOR [illegible]

File

1851

CITY OF PORTLAND
OREGON

A. D. VANCE
CHIEF OF OPERATIONS
BEN S. MORROW
CITY ENGINEER

January 10, 1941

Asst. State Highway Engineer
NOTED

ck,
ngineer,

R. McCullough

In re: Front Ave. Project

the receipt of your letter of January 4
results of our conference of the 3rd instant in regard to caring for traffic on the Hawthorne Ave. Bridge during construction of the Front Ave. Project, we have received a copy of a letter on this subject addressed to Mr. Paxson by Mr. Thomas Pumfrey, Chief Engineer, Railways, of the Portland Traction Company.

It is now our understanding that the plan favored by the Company is covered by Item 4 in your letter to us, and contemplates that construction will proceed on half of that portion of the bridge affected by the underpass and the other half kept in service to handle trolley buses and interurban cars. This will provide one way traffic past the work and necessitate the installation of crossovers and temporary tracks.

The cost of the temporary track work is to be carried by the Portland Traction Company. The cost of relaying rails on the portion of the bridge affected by the contract is to be borne by the State.

If you have had any advices contrary to my understanding of this matter, will you kindly advise me.

Yours very truly,

Wm. A. Bowes

Commissioner of Public Works

By Ben S Morrow

City Engineer

BSM CH

CC - Mr. Thos. Pumfrey

copy to GSP

WM. A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

1851

A. D. VANCE
CHIEF OF OPERATIONS
BEN S. MORROW
CITY ENGINEER

CITY OF PORTLAND
OREGON

January 10, 1941

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.
Att'n - Mr. C. R. McCullough

Dear Sir: In re: Front Ave. Project

Since the receipt of your letter of January 4 summarizing the results of our conference of the 3rd instant in regard to caring for traffic on the Hawthorne Ave. Bridge during construction of the Front Ave. Project, we have received a copy of a letter on this subject addressed to Mr. Paxson by Mr. Thomas Pumfrey, Chief Engineer, Railways, of the Portland Traction Company.

It is now our understanding that the plan favored by the Company is covered by Item 4 in your letter to us, and contemplates that construction will proceed on half of that portion of the bridge affected by the underpass and the other half kept in service to handle trolley buses and interurban cars. This will provide one way traffic past the work and necessitate the installation of crossovers and temporary tracks.

The cost of the temporary track work is to be carried by the Portland Traction Company. The cost of relaying rails on the portion of the bridge affected by the contract is to be borne by the State.

If you have had any advices contrary to my understanding of this matter, will you kindly advise me.

Yours very truly,

Wm. A. Bowes

Commissioner of Public Works

By Ben S Morrow

City Engineer

BSM CH

copy to GSP CC - Mr. Thos. Pumfrey

COPY

CITY OF PORTLAND

OREGON

January 10, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon
Att'n - Mr. C. R. McCullough

In re: Front Ave, Project

Dear Sir:

Since the receipt of your letter of January 4 summarizing the results of our conference of the 3rd instant in regard to caring for traffic on the Hawthorne Ave. Bridge during construction of the Front Ave. Project, we have received a copy of a letter on this subject addressed to Mr. Paxson by Mr. Thomas Pumfrey, Chief Engineer, Railways, of the Portland Traction Company.

It is now our understanding that the plan favored by the Company is covered by Item 4 in your letter to us, and contemplates that construction will proceed on half of that portion of the bridge affected by the underpass and the other half kept in service to handle trolley buses and interurban cars. This will provide one way traffic past the work and necessitate the installation of crossovers and temporary tracks.

The cost of the temporary track work is to be carried by the Portland Traction Company. The cost of relaying rails on the portion of the bridge affected by the contract is to be borne by the State.

If you have had any advices contrary to my understanding of this matter, will you kindly advise me.

Yours very truly,

Wm. A. Bowes
Commissioner of Public Works

By Ben S. Morrow (signed)
City Engineer

BSM CH

CC - Mr. Thos. Pumfrey

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JAN 7 1941
FOR FILING

Const
Projects
Municipal - Portland
Front Ave.

January 4, 1941.

Mr. Ben S. Morrow
City Engineer
Portland, Oregon

Dear Mr. Morrow:

Mr. Paxson just suggested that it might be well to summarize the results of our conference yesterday in regard to the caring for traffic over the Hawthorne Avenue Bridge during construction of the Front Avenue Project. In line with this suggestion, the following is our understanding:

1. Trolley buses will be permitted to use the structure during construction, one-half of the structure being kept open at all times.

2. Street-car traffic will be terminated at a point east of the bridge structure and a transfer of passengers effected on private property, no street cars or interurban cars being permitted to use the structure during the construction period.

3. The transferred passengers will be taken care of by means of motor buses, and may be routed directly across the Hawthorne Bridge, or, at the election of the Traction Company, routed across the Morrison Street Bridge, or any other structure.

4. As an alternate to Items 2 and 3 above, the state is prepared to go ahead with its original scheme which contemplates the shifting of tracks approximately two feet outwardly, the construction of crossovers, and the handling of one-way traffic during construction. Under this alternate, the entire expense of shifting the tracks, installation of crossovers, etc., would be borne by the company; the state however, at its expense, would construct the handrail.

5. The state will bear the expense of relaying the rails over that portion of the bridge covered by the present contract, or, in the

event the railroad company replaces the steel on the structure with heavier steel, the state will bear the expense of installing new steel rails over that portion of the structure covered by the contract, which is approximately 112 feet in length.

It is our understanding that the above items were agreed upon by all parties concerned. We would be very glad if you would advise us if this checks with your understanding of the matter.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

cc Mr. Thos. Pumfrey,
Chief Engineer, Railways
Portland Traction Company
2838 E. Burnside Street, Portland

Mr. Ben Rossiter
P.E.P. CO., Electric Bldg., Portland

Mr. Geo. W. Buck, Co. Roadmaster
Portland, Oregon

Mr. G. S. Paxson, Br. Engr.,
State Highway Dept., Salem

Mr. J. M. Devers, Attorney
State Highway Dept., Salem

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NOV 17 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

306-A-1

December 3, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 306-A (1), the Hawthorne Bridge on the Front Street Project in Portland, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

As soon as the analysis of the Portland Origin and Destination Survey is completed, we should be furnished with the information as to the estimated traffic which will use this project.

It is noted that wiring on this structure is called for in the special provisions as a force account item. As no details were furnished this office and the item is not shown in the estimate, we are considering that no Federal participation is to be requested.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

RECEIVED
NOV 17 1942
FOR FILING

306-A-1

November 29, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Hawthorne Bridge, Project No. FA 306-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 306-A (1)

HAWTHORNE BRIDGE UNDERCROSSING (FRONT STREET, PORTLAND)

ON THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 29, 1940

All Required		Removal of Old Bridge and Maint. Traffic		$ 2,000.00
All Required		Shoring, Cribbing, etc.		500.00
280	cu. yds.	Structural Excavation	$ 2.00	560.00
30	cu. yds.	Structural Excavation Below Plans	5.00	150.00
820	cu. yds.	Class "A" Concrete	22.00	18,040.00
116,000	lbs.	Metal Reinforcement and Miscellaneous Metal	.055	6,380.00
700	lbs.	Copper and Bronze	.70	490.00
460	lin. ft.	Metal Handrail	5.50	2,530.00
All Required		Remodel Existing Bridge		700.00
			Subtotal	$ 31,350.00
			10% Engr. & Cont.	3,135.00
			Total	$ 34,485.00

Length 0.00 mile

Federal Aid Funds- -	$ 21,040.00
State Funds- -	13,445.00
	$ 34,485.00

RECEIVED
FORM 2-80 REVISED

(2c)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

306-A-1

Salem, Oregon
November 6, 1940

Subject: Streetcar Traffic on
Hawthorne Avenue Bridge

To: Mr. C. B. McCullough
Assistant Chief Engineer
Office

REFERRED TO
By Asst. State Highway Engineer

L

Dear Sir:

Attached is a print showing the proposed method of carrying the streetcar tracks across the west approach to the Hawthorne Avenue Bridge during the reconstruction of this approach.

In a conference with the Portland Traction Company, we agreed to carry trolley bus traffic during construction. This will necessitate the building of the structure one-half at a time and will require the placing of guardrails on each of these half structures while the other part is being built.

The additional cost to carry streetcar traffic consists in the shifting of the tracks on the existing approach structure and in the use of a thin pipe handrail during the construction of the second half of the structure. The extra cost of this rail over an ordinary timber rail would probably be in the neighborhood of $130. The cost of shifting the tracks is a labor item which we have estimated at $130. I would recommend that we carry the streetcar traffic provided the trustees for the streetcar line will assume the second item of cost which is the shifting of the tracks to provide additional clearance.

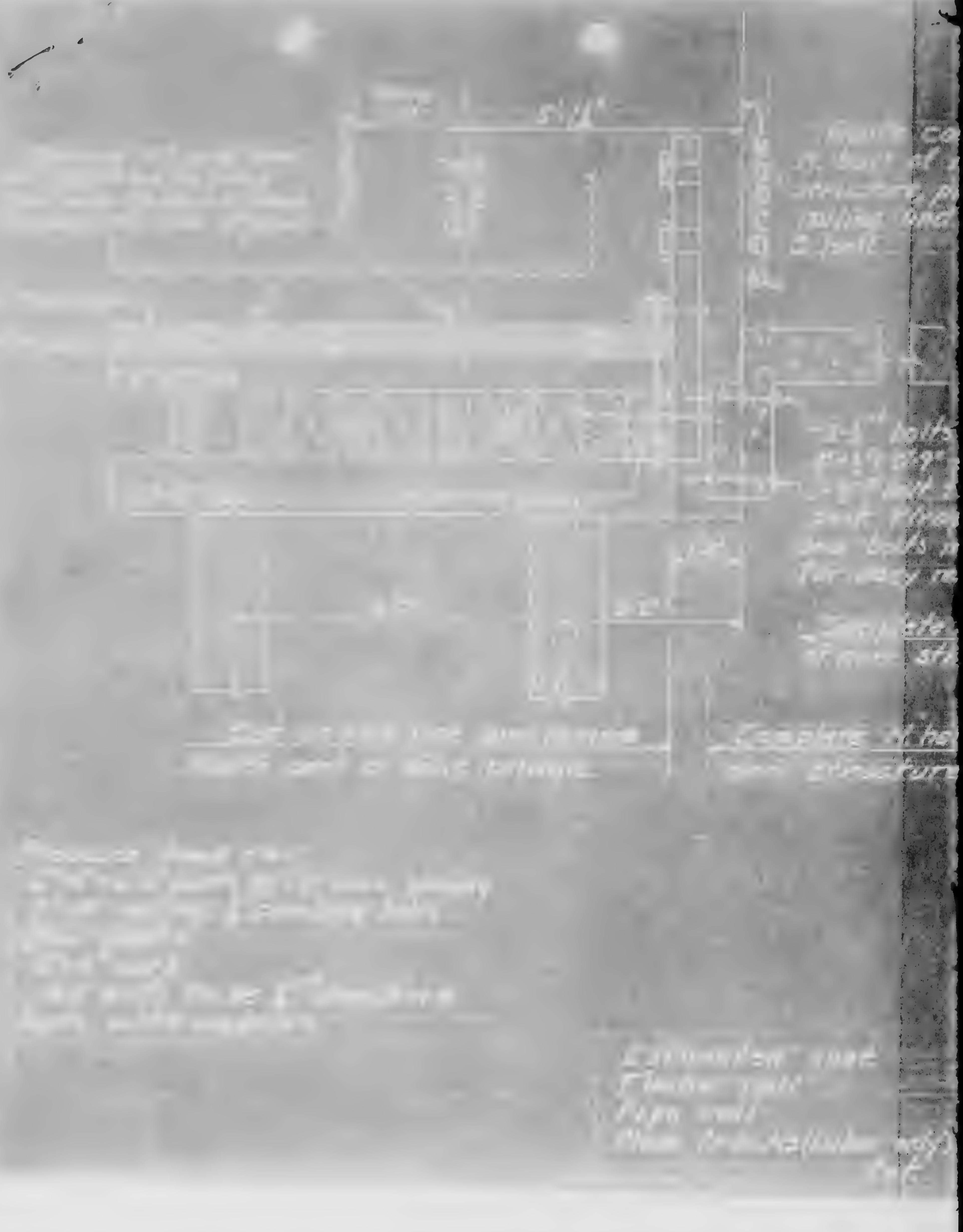
Very truly yours,

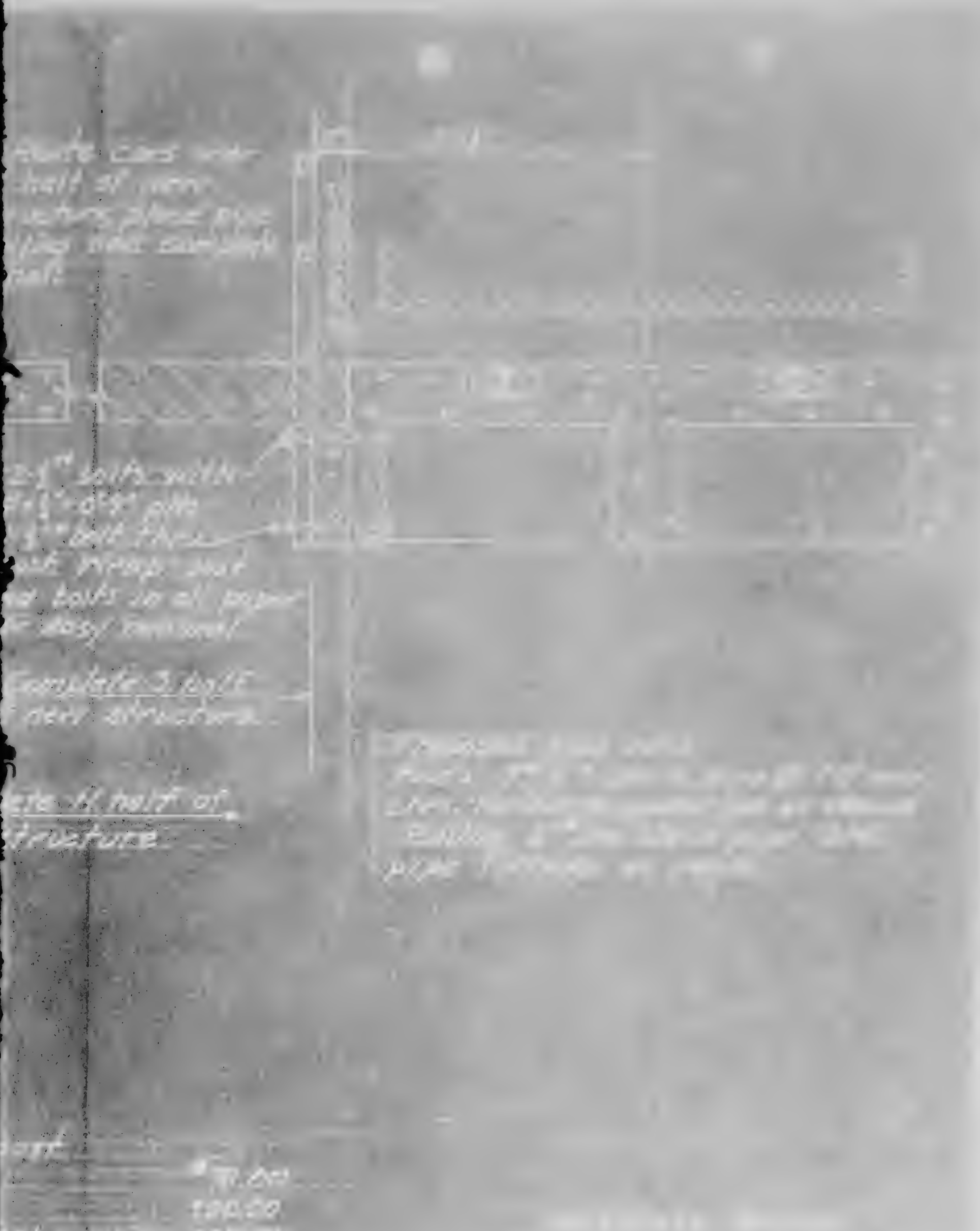
G. S. Paxson
Bridge Engineer

GSP CM
Attached

REFERRED TO
By Chief Engineer
approved

R


5'1/4"
3/4" bolts


…plete cast one half of new structure…
…2-1" bolts with … drift pin …
…Complete 3 half of new structure
…ete 4 half of structure
…ost
$70.00
500.00
…labor, etc. …
…Total

CONTRACT# [redacted] 2456

102-4203 Willamette River, Corvallis
Placing pier protection. 1941

2456

RECEIVED
SEP 9 1941
FOR FILING

102-4203

R

September 9, 1941

General Casualty Company of America
Dooly and Company, Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2456 for work on the Corvallis Bridge over the Willamette River on the Corvallis-East Side Highway, in Benton County, has been completed by the contractor, Bahler Brothers, and that final settlement will be made on or after September 19, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $6,383.42, including final payment, and that no force account work was performed therein. This contract was completed on July 26, 1941 and accepted by the Commission on September 5, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. C DeSart

R

RECEIVED
SEP 3 1941
FOR FILING

102 - 4203

September 2, 1941

Babler Brothers
1637 S. E. 6th Street
Portland, Oregon

Gentlemen:

We are mailing herewith one fully executed copy of the agreement with the State Highway Commission for payment of extra compensation for repairs to the drawspan pier of the Corvallis Bridge over the Willamette River on the Corvallis-Eastside Secondary Highway, in Benton County, Contract No. 2456.

This copy is for your records and files.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

OA

R

Mr McFarlane.
Send one cc to contractor
~~one~~ two cc to Bridge Dept
Mc

ement with Babler Bros.
ontract No. 2456

[illegible]

We hand you herewith, two copies of the agreement between the Highway Commission and Babler Bros. disposing of Babler Bros. claim for extra compensation, arising out of their contract for the repairs to the drawspan pier of the Corvallis Bridge over the Willamette River, on the Corvallis-Eastside Secondary Highway, in Benton County, Contract No. 2456.

These copies are for your records and files.

C. B. McCullough

OA

Salem, Oregon
September 2, 1941

Agreement with Babler Bros.
re contract No. 2456

G. S. Paxson

We hand you herewith, two copies of the agreement between the Highway Commission and Babler Bros. disposing of Babler Bros. claim for extra compensation, arising out of their contract for the repairs to the drawspan pier of the Corvallis Bridge over the Willamette River, on the Corvallis-Eastside Secondary Highway, in Benton County, Contract No. 2456.

These copies are for your records and files.

C. B. McCullough

OA

R

RECEIVED
SEP 12 1941
FOR FILING

OREGON STATE HIGHWAY COMMISSION

102-4203

Salem, Oregon
August 28, 1941

Agreement with Babler Bros.
re contract No. 2456

Mr. C. B. McCullough
Assistant Chief Engineer

Dear Sir:

I am returning to you, herewith, three copies of the agreement between the Highway Commission and Babler Bros. disposing of Babler Bros. claim for extra compensation, arising out of their contract for the repairs to the drawspan pier of the Corvallis Bridge over the Willamette River, on the Corvallis-Eastside Secondary Highway, in Benton County, Contract No. 2456.

I have retained the original of this agreement for the Commission's records and files.

Very truly yours,

Secretary

HBG:RS

Agreement filed in contract.

NOTED
DeSart

R

RECEIVED
OCT - 3 1941
FOR FILING

102 - 4203

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1941

Subject:

To:

Mr. H. B. Glaisyer
Secretary
Office

L

Dear Sir:

For your information, Babler Brothers completed the work on Contract 2456, Repairs to Corvallis Drawspan Pier, on July 26, 1941. Will you please secure authority from the Commission to pay the final estimate on this job. The date specified in the contract for the completion of the work was September 30, 1941.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG:GF

REFERRED TO [illegible]
BY SECRETARY

APPROVED BY HIGHWAY COMMISSION
DATE Sept 5, 1941
Secretary

①

RECEIVED
SEP 12 1941
FOR FILING

P

102-4202

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1941

Subject:

To:

Mr. C. B. McCullough
Assistant Chief Engineer
Office

L

Dear Sir:

Herewith four copies of a proposed agreement between Babler Bros. and the State of Oregon covering an adjustment on the contract for the repairs to the Corvallis Drawbridge. Our specifications showed a net quantity of 140 cubic yards of concrete to be placed. Actually the amount placed was only 99 cubic yards, or an underrun of 41 cubic yards. A considerable part of the cost of the project was in falsework around the pier which the contractor distributed to the yardage given in making up the unit bids. The underrun in concrete caused an unanticipated loss of the portion of the falsework cost charged against this underrun.

It is recommended that the attached agreement be submitted to the Highway Commission for approval.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP CM
Attached

~~REFERRED TO~~
~~BY SECRETARY~~

Agreement filed in contract

M

①

RECEIVED
JUN 3 1941
FOR FILING

102-4203

June 2, 1941

RAHLER BROS.
1636 S. E. 6th Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of the following contracts which were awarded to you by the State Highway Commission on May 8, 1941:

> Contract No. 2486: Corvallis Drawspan Pier Repairs, in Benton County

Contract No. 2499: Sunset Camp-Davies Section of the Wolf Creek and Nehalem Secondary Highways, in Washington County - surfacing, oiling, and bit. macadam

These copies are for your records and files. We are also sending an executed copy to the surety on your bonds.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

NOTED
D. G. DeSart

RECEIVED
MAY 14 1941
FOR FILING

102-4203

May 13, 1941

Babler Bros.
1636 S. E. 6th St.
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2456 which was awarded to you by the State Highway Commission on May 8, 1941, covering the Corvallis Drawspan Pier Repairs, in Benton County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
MAY 13 1941
FOR FILING

102-4203

May 10, 1941

Dabler Bros.
1636 S. E. Sixth Ave.
Portland, Oregon

Gentlemen:

This is to advise you that the State Highway Commission on May 8, 1941, awarded you the contract for placing pier protection for swing span pier for the bridge over the Willamette River at Corvallis, in Benton County. This award was based on your low bid of $7,025.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

cc - R. H. Probert

G. S. Paxson

CONTRACT# 2457

FAGH 304-A-1 Clackamas O'Xing Sec., 1941
Cascade Secon. Hwy.
#2457

RECEIVED
NOV 10 1944
FOR FILING

FAGH 304-A-1

November 8, 1944

Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Gentlemen:

Subject: Clackamas Overcrossing
FAGH 304-A (1)

This is in reply to your letter of November 6 concerning the final audit of the railroad's reimbursable items on the Clackamas Overcrossing.

We are attaching hereto a copy of letter received from Mr. U. E. Nordeen, Auditor of Disbursements for the Southern Pacific Company, commenting on the two items mentioned in your letter of June 24. The salvage credit on salvaged copper and bronze is a very minor item inasmuch as there was only 170 lbs. of this material involved. If the railroad company's statement that on other Public Roads Administration projects this salvage price has been set at $0.09 per pound is true, we recommend that the same price be applied on this project.

The 50 percent salvage allowed on the wire was judged reasonable by the State's resident engineer and by the railroad company's inspector. You will note in the letter from the Southern Pacific Company that this wire was installed in the conduit and was cut in lengths of 275 feet in order to facilitate pulling the wire through the conduit. Wire cut in these short lengths is, of course, very materially depreciated. We recommend that the salvage value of 50 percent be allowed.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

GSP GM
cc G. S. Paxson
J. N. Nash
Attached

SHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

November 6, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We wrote you June 24, 1944, concerning auditor's comments on the Southern Pacific Railway bill submitted with the final voucher for Oregon FAGH 304-A(1), Clackamas Overcrossing project.

This project has been completed nearly two years. If we do not hear from you during this month, we will forward the voucher as it is without waiting further for justification of these small amounts involved.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
NOV 8 - 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 2[illegible] 1944
FOR FILING

FAGH 304-A-1

July 21, 1944

Mr. W. R. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

Reference is made to the copies of final federal aid voucher for the Clackamas Overcrossing Section, Project No. FAGH 304-A (1), submitted to you on December 22, 1943.

The voucher contains a typographical error and it is, accordingly, our request that it be returned for correction.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dict. by J. W. Nash/GS

RECEIVED
OCT 21 1943
FOR FILING

FAGM 304-A-1

October 20, 1943

Great American Indemnity Company
Harvey Wells- Fred C. Reed, Agents
412 Failing Building
Portland, Oregon - Zone 4

Gentlemen:

In reply to your inquiry of October 19, with regard to contract No. 2457, with Roy L. Houck, for work on the Clackamas Overcrossing Section of the Cascade Secondary Highway, in Clackamas County, you are advised that this contract was completed on November 14, 1942, and was accepted by the State Highway Commission on June 16, 1943.

I trust that this information completes your files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

Harvey Wells - Fred C. Reed • General Agents
412 FAILING BUILDING - ATwater 7366 - PORTLAND, OREGON

October 19, 1943

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 2457 -
Clackamas Overcrossing Section
of Cascade Secondary Hgwy. in
Clackamas County -
Roy L. Houck, Contractor

Dear Sir:

Under date of March 29, 1943 you advised this company that the captioned contract was completed on November 14, 1942 but that it had not yet been accepted by the Commission as the site had not been satisfactorily cleaned up.

In order to terminate our file on the bond covering this contract we would appreciate your advices as to whether or not the contract has now been accepted.

Very truly yours,

GREAT AMERICAN INDEMNITY COMPANY

By Fred C. Reed
Attorney-in-Fact vo.

FCR
vp

REFERRED TO
Mr Mott
BY SECRETARY
prepare reply

RECEIVED
OCT 20 1943
SALEM
STATE HIGHWAY COMMISSION

RECEIVED
MAR [illegible]
FOR FILING

FAGH 30d-A-1

March 29, 1943

Great American Indemnity Co.
C. A. Tomassene, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2457 for work on the Clackamas Overcrossing Section of the Cascade Secondary Highway, in Clackamas County, has been completed by the contractor, Roy L. Houck, and that final payment in the amount of $2,757.81 will be made on or after April 8, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands, incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $93,311.63, and that no force account work was performed therein. This contract was completed on November 14, 1942, but has not yet been accepted by the Commission, and it is our understanding that the contractor has not yet cleaned up the site satisfactorily.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
FEB 11 1943
FOR FILING

FAGH 354-A-1

February 10, 1943

Great American Indemnity Company
C. A. Tomassene, Agent
Wilcox Building
Portland, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to Roy L. Houck on contract No. 2457 covering grading and paving the Clackamas Overcrossing Section of the Cascade Secondary Highway, in Clackamas County. This payment, in the amount of $4,096.72, will be made on or after February 20, 1943. The retained percentage is $2,800.63.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED.
A. L. MONSON

Form E-1—5M—4-42

FAGH 3[illegible]-A-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 6, 1943

Section Clackamas Overcrossing

Kind of work Grading and Paving

Highway Cascade

Section prefix 103-1024

Contractor Roy L. Houck

Contract number 2457

Date of contract May 8, 1941

Date of completion October 15, 1941

Date work started May 13, 1941

Estimated date of completion November 14, 1942

Amount of contract $97,016.00

Per cent of time elapsed 334 %

Estimated cost of completed project, exclusive of engineering $94,717.62

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 8,444.00, 145 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was completed and submitted to the division office on Thursday Feb. 4. A constructed line map and a project history will be submitted when completed.

RECEIVED
FEB 8 - 1943

R. L. Porter

Signed R. L. Porter

Address Box 4644, Portland

NOTED
E. M. [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.91	0.91		0.42	0.49
Miles partially completed					
Miles completed	0.91	0.91		0.42	0.49
Total estimated quantities	190,488 cy	4,130 tons		1,369 tons	6,425 sy
Estimated quantities moved or placed to date	"	"		"	"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County,....%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants..........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Showers		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	Rain		
Saturday	"		

STATE PRINTING DEPT.

/

RECEIVED
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 3, 1943

FAGH 304-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAGH 304-A (1)
Clackamas Overcrossing
Cascade Secondary Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L.J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
FEB 4 - 1943
OREGON
STATE HIGHWAY COMMISSION

Iron

WA4pr 12821

Section A(1)
Oregon Federal Aid Grade Crossing Project No. FAGH 304

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 1, 1941 by the Oregon State Highway Commission, and on November 25, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Grade Crossing Project No. FAGH 304-A(1); and

WHEREAS, the State Highway Department of Oregon has requested the Administrator to approve a revision of the estimate for said project to provide that the Federal funds approved and set aside to the credit of the project be increased from $75,000.00 to $115,370.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said estimate, and the sum of one hundred fifteen thousand, three hundred seventy and 00/100 dollars ($115,370.00) as the share of the United States payable under said act on account of Section A(1) of said project, which is the approved total estimated cost thereof,"

Article IV shall read;

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into Section A(1) of said project shall not in any event exceed the sum of one hundred fifteen thousand, three hundred seventy and 00/100 dollars ($115,370.00), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of Section A(1) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on November 24, 1942, and the Administrator on JAN 14 1943.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission

By ______________________
Member, State Highway Commission

By Herman Oliver
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads

RECEIVED
★ DEC 15 1942 ★

Oregon Federal Aid Grade Crossing Project No. FAGH 304
Section A(1)

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency ~~as~~ Federal Aid Grade Crossing Project No. FAGM 304-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $115,370.00 in lieu of the $75,000.00 approved by Certificate dated November 25, 1941 as the total estimated cost of said project, and the sum of $ 115,370.00/ as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is the ~~percentage share of said~~ total estimated cost.

Done at the city of Washington, this ---------- day of ----------------------------------

one thousand nine hundred and JAN 1[illegible] 1943

Federal Works Administrator,

By

Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

Form E-1—5M—4-42

✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 30, 1943

Section Clackamas Overcrossing

Kind of work Grading and Paving

Highway Cascade

Section prefix 103-1024

Contractor Roy L. Houck

Contract number 2457

Date of contract May 8, 1941

Date of completion October 15, 1941

Date work started May 13, 1941

Estimated date of completion November 14, 1942

Amount of contract $97,016.00

Per cent of time elapsed 334 %

Estimated cost of completed project, exclusive of engineering $102,000.72

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 8370.00, 144 %

Date project was completed November 14, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

I worked 4 days of this week on the final estimate. This estimate is now 99% completed and will be submitted to the division office within 3 or 4 days.

RECEIVED
FEB 1 1943

R. L. Porter

Signed R. L. Porter

Address Box 4644, Portland

NOTED
E. M. Bo[illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.91	0.91		0.42	0.49
Miles partially completed					
Miles completed	0.91	0.91		0.42	0.49
Total estimated quantities	208,000 CY	4,275 Tons		1,368 Tons	6,425 SY
Estimated quantities moved or placed to date	190,240 CY	4,045 Tons		1,368 Tons	6,425 SY
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants..........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow on ground		
Monday	Sleet		
Tuesday	Snow on ground		
Wednesday	Rain & Slush		
Thursday	Showers		
Friday	Pt. Cloudy, snow on ground		
Saturday	Fair, snow on ground		

RECEIVED
JAN 11 1943
FOR FILING

FAGH 304-A-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

January 8, 1943

Mr. Roy L. Houck
Ladd & Bush Bank Bldg.
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 18, 1942, granted you the extension of time requested, from October 15, 1941, to November 14, 1942, without penalty, in connection with contract No. 2457, Clackamas Overcrossing Section of the Cascade Secondary Highway, in Clackamas County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH

cc - W. C. Williams

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FOR FILING

FAGH 304-A-1

OREGON STATE HIGHWAY COMMISSION
[illegible]

January 8, 1943

Mr. Roy L. Houck
Ladd & Bush Bank Bldg.
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 18, 1942, granted you the extension of time requested, from October 15, 1941, to November 14, 1942, without penalty, in connection with contract No. 2457, Clackamas Overcrossing Section of the Cascade Secondary Highway, in Clackamas County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AW

cc - W. C. Williams

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 17, 1942

FAGH 311-A-1

Subject: Third Notification
Contract No. 2457
Prefix 103-1024

To: Mr. S. H. Probert
Office Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

In answer to your inquiry of December 15, I wish to advise that Mr. R. L. Houck, contractor on the Clackamas Overcrossing Section, has not as yet removed his shop building and some scrap lumber from the right of way.

The building is located approx. 115 feet east of station 458 on the old Cascade Highway right of way. I understand that this right of way is to revert to Clackamas County but assume that we can not consider the job cleaned up until the building and lumber is removed.

Very respectfully,
R. L. Porter
R. L. Porter
Resident Engineer

cc W. C. Williams

Completed 11-14-42.

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. FAGH 304-A-1

November 16, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAGH 304-A (1)
Clackamas Overcrossing Section
Cascade Highway

Dear Sir:

We are forwarding herewith two copies of proposed/modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

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FOR FILING

FAG-H 304-A-1

October 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Clackamas Overcrossing Section, Project No. FAGH 304-A (1), in which estimate the Government funds requested have been increased to $115,370.00.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GG

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 304-B (1)

CLACKAMAS OVERCROSSING SECTION

OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 25, 1942

Roadway (Sta. 441+00 to 463+12.3) (Contract No. 2457)

All Required		Clearing and Grubbing		$ 1,154.00
450	cu. yds.	Trench Excavation, Unclassified	$ 1.00	450.00
200,900	cu. yds.	Borrow Excavation, Unclassified	.18	36,162.00
1,200	cu. yds.	General Excavation, Unclassified	.16	192.00
92,800	yd. mi.	Truck Haul	.10	9,280.00
500	lin. ft.	Rounding Cutbanks	.05	25.00
0.42	mile	Finishing Roadbed and Slopes	300.00	126.00
90	lin. ft.	12" Concrete Pipe	.90	81.00
100	lin. ft.	9" Perforated Corr. Metal Pipe	1.15	115.00
80	lin. ft.	18" Extra Strength Corr. Metal Pipe	2.30	184.00
230	cu. yds.	Class "A" Concrete	18.00	4,140.00
34,500	lbs.	Metal Reinforcement	.055	1,897.50
4,200	lin. ft.	Spring Bracket Guard Rail with Wood Posts	1.50	6,300.00
70	cu. yds.	Structural Excavation, Unclassified	2.50	175.00
320	lin. ft.	Furnish Cedar Piles	.40	128.00
16	only	Drive Cedar Piles	35.00	560.00
42	lin. ft.	Trestle Superstructure	25.00	1,050.00
4	M-FBM	Treated Lumber in Place	80.00	320.00
2,150	cu. yds.	Selected Roadbed Topping	.25	537.50
1,200	yd. mi.	Hauling Roadbed Topping	.10	120.00
250	tons	1½" - 0" Crushed Gravel in Base	2.25	562.50
650	tons	3/4" - 0" Crushed Gravel in Base	2.25	1,462.50
240	tons	½" - 0" Material in Cushion Course	2.25	540.00
40	cu. yds.	Filler	.40	16.00
40	yd. mi.	Hauling Filler	.20	8.00
100	M-gals.	Sprinkling	1.50	150.00
5,480	sq. yds.	Portland Cement Concrete Pavement	1.80	9,864.00
450	lin. ft.	Expansion Joints in Pavement	.20	90.00
3,000	lin. ft.	Contraction Joints	.04	120.00
450	only	Dowel Bars	.20	90.00

9,900 lbs.	Tie Bars and Reinforcement	$ .05	$ 495.00
0.1 mile	Preparation of Base	100.00	10.00
32 tons	Furnishing and Placing Aggregates	3.00	96.00
3 tons	Furnishing and Placing RT-4 Tar	25.00	75.00
			$ 76,576.00

Concrete Culvert (Sta. 463+02) (Contract No. 2450)

All Required	Shoring, Cribbing, Etc. (50%)		$ 1,250.00
420 cu. yds.	Excavation	$ 1.50	630.00
10 cu. yds.	Excavation Below Elevation Shown	2.00	20.00
156 cu. yds.	Class "A" Concrete	19.00	2,964.00
30,000 lbs.	Metal Reinforcement	.05	1,500.00
			$ 6,364.00
	Subtotal		$ 82,940.00
	10% Engr. & Cont.		8,294.00
	Total		$ 91,234.00

Overcrossing Structure (Sta. 459+57 to Sta. 461+67) (Contract No. 2450)

All Required	Shoring, Cribbing, Etc. (50%)		$ 1,250.00
340 cu. yds.	Excavation	$ 1.50	510.00
10 cu. yds.	Excavation Below Elevation Shown	2.00	20.00
570 cu. yds.	Class "A" Concrete	19.00	10,830.00
100,000 lbs.	Metal Reinforcement	.05	5,000.00
440 lin. ft.	Metal Handrail	4.50	1,980.00
			$ 19,590.00
All Required	Work To Be Performed by S. P. Co's Forces		2,280.00
	Subtotal		$ 21,870.00
	R.R. Ret. and Unemploy. Ins.		79.00
	10% Engr. & Cont.		2,187.00
	Total		$ 24,136.00

Length of Roadway	0.417 mile
Length of Structure	0.039 mile
Total Length	0.456 mile
Cost per mile, Roadway	$ 218,786.57

Federal Aid Grade Crossing Funds Requested:

Roadway	$ 91,234.00
Structure	24,136.00
	$115,370.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 929, laws 1939
State Funds for Maintenance: Chap. 929, laws 1939

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FAGH 304-A-1

December 31, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to your letter of December 22, concerning our application for a preference rating order for the Clackamas Overcrossing Project, FAGH 304-A (1).

As the contractor has now succeeded in obtaining delivery of the steel required for the pavement construction, there is no longer need for the preference rating order applied for. Further action on the application is, therefore, unnecessary.

The spring brackets required for guard rail construction have been under order for several weeks and may be received at any time. If they are not received promptly, we will arrange to have the rail constructed in accordance with a design which does not require spring brackets.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to Mr. C. A. Gardner

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 22, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached for your information are duplicate copies of a proposed new application form and instructions for a project preference rating order for a highway project. This form and the instructions conform to the conservation policy described in our letter to you of November 27 and provide for the additional supporting information outlined in the Memorandum to District Engineers of November 29, forwarded to you on December 1, 1941. It will supersede the form prescribed in General Administrative Memorandum No. 134, and is to be used for all highway project applications, including access road projects and strategic network projects.

The form attached has not yet been finally approved by the Division of Priorities, Office of Production Management, but it is probable that the approved form will differ from this in minor detail only. This form or one which provides the equivalent information may be used until a final form is issued. A supply of the final forms will be furnished you when they become available.

Clackamas Overcrossing

Your letter application of December 20, 1941 for preference rating on Oregon FAGH 304-A (1) is being held in this office in view of this new procedure. You are requested to resubmit this application on the new form and in accordance with the attached instructions. We believe it advisable to substitute either wood or cable for the spring bracket guard rail on this project unless there is some vital necessity for the latter. Although the contract calls for the spring bracket guard rail, the change to cable or wood can probably be made by a supplemental agreement with the contractor. If you do not feel that the change can be made we would like to have your reasons.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. J. Caufield
L. J. Caufield
Senior Highway Engineer

Encs.

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STATE HIGHWAY COMMISSION

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FAGH 304-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124
Ore. FAGH 304-A (1)
Clackamas Overcrossing Sec.
Cascade Secondary Highway

December 19, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encls.

Fron

wa-fpi-12821

Form P. R. 2

State Oregon

Federal Aid Grade Crossing

Project No. FAGM 304-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of Nov., 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Sec. 5 of the Act approved June 8, 1938, (Public No. 584, 75th Congress);

Whereas the Highway Department of said State submitted on the 26th day of February, 1941, a project statement, which was approved on the 17th day of March, 1941, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of March 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy-five thousand, and 00/100 dollars ($75,000.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State : Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources : under Section 3 of the Act approved June 8, 1938 (Public No. 584, 75th Congress);
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 441+00 in the NE¼ of Sec. 5, T. 2 S., R. 2 E., W.M., and survey station 465+12.3 in the SW¼ of Sec. 4, T. 2 S., R. 2 E., W.M.

, length 0.456 of a mile~~s~~, in Clackamas County, being Section A(1) of Oregon Federal Aid Grade Crossing project No/ FAGH 304, consisting of 0.417 of a mile~~s~~ of roadway and one bridge~~s, each~~ of more than 20 feet clear span, 0.039 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of seventy-five thousand and 00/100 dollars ($75,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred fifteen thousand, three hundred seventy and 00/100 dollars ($115,370.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of NOV 25 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H J O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

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Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Grade Crossing Project No. FAGH 304-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $115,370.00 as the total estimated cost of said project, and the sum of $75,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of .... one thousand nine hundred and NOV 25 1941

Federal Works Administrator,

By O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

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(Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAGH 304-A (1)
Clackamas Overcrossing Sec.
Cascade Highway

October 15, 1941

FAGH 304-a-1

RECEIVED
OCT 16 1941
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

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FAGH 304-a-1

#2459

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Clackamas Overcrossing Section, Project No. FAGH 304-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGH 304-A (1)

CLACKAMAS OVERCROSSING SECTION

OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 12, 1941

Roadway (Sta. 441+00 to 465+12.3) (Contract No. 2457)

All Required		Clearing and Grubbing		$ 1,194.00
450	cu. yds.	Trench Excavation, Unclassified	$ 1.00	450.00
200,900	cu. yds.	Borrow Excavation, Unclassified	.18	36,162.00
1,200	cu. yds.	General Excavation, Unclassified	.16	192.00
92,800	yd. mi.	Truck Haul	.10	9,280.00
500	lin. ft.	Rounding Cutbanks	.05	25.00
0.42	mile	Finishing Roadbed and Slopes	300.00	126.00
90	lin. ft.	12" Concrete Pipe	.90	81.00
100	lin. ft.	9" Perforated Corr. Metal Pipe	1.15	115.00
80	lin. ft.	18" Extra Strength Corr. Metal Pipe	2.30	184.00
230	cu. yds.	Class "A" Concrete	18.00	4,140.00
34,500	lbs.	Metal Reinforcement	.055	1,897.50
4,200	lin. ft.	Spring Bracket Guard Rail with Wood Posts	1.50	6,300.00
70	cu. yds.	Structural Excavation, Unclassified	2.50	175.00
320	lin. ft.	Furnish Cedar Piles	.40	128.00
16	only	Drive Cedar Piles	35.00	560.00
42	lin. ft.	Trestle Superstructure	25.00	1,050.00
4	M-FBM	Treated Lumber in Place	80.00	320.00
2,150	cu. yds.	Selected Roadbed Topping	.25	537.50
1,200	yd. mi.	Hauling Roadbed Topping	.10	120.00
250	tons	1½" - 0" Crushed Gravel in Base	2.25	562.50
650	tons	3/4" - 0" Crushed Gravel in Base	2.25	1,462.50
240	tons	1" - 0" Material in Cushion Course	2.25	540.00
40	cu. yds.	Filler	.40	16.00
40	yd. mi.	Hauling Filler	.20	8.00
100	M-gals.	Sprinkling	1.50	150.00
5,480	sq. yds.	Portland Cement Concrete Pavement	1.80	9,864.00
450	lin. ft.	Expansion Joints in Pavement	.20	90.00
3,000	lin. ft.	Contraction Joints	.04	120.00

450	only	Dowel Bars	$ .20	$ 90.00
9,900	lbs.	Tie Bars and Reinforcement	.05	495.00
0.1	mile	Preparation of Base	100.00	10.00
32	tons	Furnishing and Placing Aggregates	3.00	96.00
3	tons	Furnishing and Placing RT-4 Tar	25.00	75.00
				$ 76,576.00

Concrete Culvert (Sta. 463+02) (Contract No. 2450)

All Required		Shoring, Cribbing, Etc. (50%)		$ 1,250.00
420	cu. yds.	Excavation	$ 1.50	630.00
10	cu. yds.	Excavation Below Elevation Shown	2.00	20.00
156	cu. yds.	Class "A" Concrete	19.00	2,964.00
30,000	lbs.	Metal Reinforcement	.05	1,500.00
				$ 6,364.00
			Subtotal	$ 82,940.00
			10% Engr. & Cont.	8,294.00
			Total	$ 91,234.00

Overcrossing Structure (Sta. 459+57 to Sta. 461+67) (Contract No. 2450)

All Required		Shoring, Cribbing, Etc. (50%)		$ 1,250.00
340	cu. yds.	Excavation	$ 1.50	510.00
10	cu. yds.	Excavation Below Elevation Shown	2.00	20.00
570	cu. yds.	Class "A" Concrete	19.00	10,830.00
100,000	lbs.	Metal Reinforcement	.05	5,000.00
440	lin. ft.	Metal Handrail	4.50	1,980.00
				$ 19,590.00
All Required		Work To Be Performed by S. P. Co's Forces		2,280.00
		Subtotal		$ 21,870.00
		R.R. Ret. and Unemploy. Ins.		79.00
		10% Engr. & Cont.		2,187.00
		Total		$ 24,136.00

Length of Roadway	0.417 mile
Length of Structure	0.039 mile
Total Length	0.456 mile
Cost per mile, Roadway	$ 218,786.57

Oregon State Highway [illegible] **SUMMARY OF FUNDS REQUESTED** Federal Aid Grade Crossing
Project No. [illegible]

Item	**Total Cost**	**FAGM Funds**	**State Funds**
Roadway	**$ 91,234.00**	**$ 59,310.00**	**$ 31,924.00**
Structure	**24,136.00**	**15,690.00**	**8,446.00**
	$ 115,370.00	**$ 75,000.00**	**$ 40,370.00**

(Estimate as basis for project agreement. Based on low bid prices.)

State Funds for Construction: Chap. 175, laws 1917; Chap. 51, laws 19[illegible]; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

All Work of		Clearing and Grubbing		$ [illegible]
[illegible]	cu. yds.	Trench Excavation, Unclassified	$ 1.[illegible]	[illegible].00
[illegible]	cu. yds.	Borrow Excavation, Unclassified	.1[illegible]	[illegible].00
1,[illegible]	cu. yds.	General Excavation, Unclassified	.1[illegible]	[illegible].00
[illegible]	yd. mi.	Truck Haul	.10	[illegible].00
[illegible]	lin. ft.	Rounding Cutbanks	[illegible]	[illegible].00
[illegible]	mile	Finishing Roadbed and Slopes	[illegible]	1[illegible].00
56	lin. ft.	12" Concrete Pipe	[illegible]	[illegible].00
[illegible]	lin. ft.	8" Perforated Corr. Metal Pipe	[illegible]	1[illegible].00
[illegible]	lin. ft.	[illegible] Corr. Metal Pipe	7.30	1[illegible]4.00
[illegible]	cu. yds.	Class "A" Concrete	1[illegible].00	4,1[illegible].00
[illegible]	lbs.	Metal Reinforcement	[illegible]	1,[illegible].50
4,[illegible]	lin. ft.	Spring Bracket Guard Rail with Wood Posts	[illegible]	[illegible].00
[illegible]	cu. yds.	Structural Excavation, Unclassified	[illegible]	175.00
[illegible]	lin. ft.	Furnish Cedar Piles	[illegible]	15[illegible].00
[illegible]	each	Drive Cedar Piles	[illegible]	[illegible].00
[illegible]	lin. ft.	Treated Superstructure	[illegible].00	1,0[illegible].00
[illegible]	M.F.B.M.	Treated Timber in Place	[illegible]	[illegible].00
[illegible]	cu. yds.	Selected Surface Topping	[illegible]	[illegible].50
[illegible]	yd. mi.	Hauling Surface Topping	.1[illegible]	1[illegible].00
[illegible]	tons	1½" - 0" Crushed Gravel in Base	[illegible]	[illegible].90
[illegible]	tons	[illegible] - 0" Crushed Gravel in Base	[illegible]	1,[illegible].50
[illegible]	tons	¾" - 0" Material in Cushion Course	[illegible]	[illegible]0.00
[illegible]	cu. yds.	Filler	.40	1[illegible].00
[illegible]	yd. mi.	Hauling Filler	[illegible]	[illegible].00
[illegible]	M. gals.	Sprinkling	[illegible]	1[illegible]0.00
[illegible]	sq. yds.	Portland Cement Concrete Pavement	[illegible]	[illegible].00
[illegible]	lin. ft.	Expansion Joints in Pavement	[illegible]	[illegible]
3,000	lin. ft.	Contraction Joints	[illegible]	1[illegible].00

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGH 304-A (1)

CLACKAMAS OVERCROSSING SECTION

OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 12, 1941

Roadway (Sta. 441+00 to 465+12.3) (Contract No. 2457)

All Required		Clearing and Grubbing		$ 1,154.00
450	cu. yds.	Trench Excavation, Unclassified	$ 1.00	450.00
200,900	cu. yds.	Borrow Excavation, Unclassified	.18	36,162.00
1,200	cu. yds.	General Excavation, Unclassified	.16	192.00
92,800	yd. mi.	Truck Haul	.10	9,280.00
500	lin. ft.	Rounding Cutbanks	.05	25.00
0.42	mile	Finishing Roadbed and Slopes	300.00	126.00
90	lin. ft.	12" Concrete Pipe	.90	81.00
100	lin. ft.	9" Perforated Corr. Metal Pipe	1.15	115.00
80	lin. ft.	18" Extra Strength Corr. Metal Pipe	2.30	184.00
230	cu. yds.	Class "A" Concrete	18.00	4,140.00
34,500	lbs.	Metal Reinforcement	.055	1,897.50
4,200	lin. ft.	Spring Bracket Guard Rail with Wood Posts	1.50	6,300.00
70	cu. yds.	Structural Excavation, Unclassified	2.50	175.00
320	lin. ft.	Furnish Cedar Piles	.40	128.00
16	only	Drive Cedar Piles	35.00	560.00
42	lin. ft.	Trestle Superstructure	25.00	1,050.00
4	M-FBM	Treated Lumber in Place	80.00	320.00
2,150	cu. yds.	Selected Roadbed Topping	.25	537.50
1,200	yd. mi.	Hauling Roadbed Topping	.10	120.00
250	tons	1½" - 0" Crushed Gravel in Base	2.25	562.50
650	tons	3/4" - 0" Crushed Gravel in Base	2.25	1,462.50
240	tons	½" - 0" Material in Cushion Course	2.25	540.00
40	cu. yds.	Filler	.40	16.00
40	yd. mi.	Hauling Filler	.20	8.00
100	M-gals.	Sprinkling	1.50	150.00
5,480	sq. yds.	Portland Cement Concrete Pavement	1.80	9,864.00
450	lin. ft.	Expansion Joints in Pavement	.20	90.00
3,000	lin. ft.	Contraction Joints	.04	120.00

450	only	Dowel Bars	$ .20	$ 90.00
9,900	lbs.	Tie Bars and Reinforcement	.05	495.00
0.1	mile	Preparation of Base	100.00	10.00
32	tons	Furnishing and Placing Aggregates	3.00	96.00
3	tons	Furnishing and Placing MC-4 Tar	25.00	75.00
				$ 76,576.00

Concrete Culvert (Sta. 463+02) (Contract No. 2450)

All Required		Shoring, Cribbing, Etc. (50%)		$ 1,250.00
420	cu. yds.	Excavation	$ 1.50	630.00
10	cu. yds.	Excavation Below Elevation Shown	2.00	20.00
156	cu. yds.	Class "A" Concrete	19.00	2,964.00
30,000	lbs.	Metal Reinforcement	.05	1,500.00
				$ 6,364.00

Subtotal	$ 82,940.00
10% Engr. & Cont.	8,294.00
Total	$ 91,234.00

Overcrossing Structure (Sta. 459+57 to Sta. 461+67) (Contract No. 2450)

All Required		Shoring, Cribbing, Etc. (50%)		$ 1,250.00
340	cu. yds.	Excavation	$ 1.50	510.00
10	cu. yds.	Excavation Below Elevation Shown	2.00	20.00
570	cu. yds.	Class "A" Concrete	19.00	10,830.00
100,000	lbs.	Metal Reinforcement	.05	5,000.00
440	lin. ft.	Metal Handrail	4.50	1,980.00
				$ 19,590.00
All Required		Work To Be Performed by S. P. Co's Forces		2,280.00

Subtotal	$ 21,870.00
R.R. Prot. and Temporary. Ins.	75.00
10% Engr. & Cont.	2,1[illegible]
Total	$ 24,136.00

Length of Roadway	0.427 mile
Length of Structure	0.0[illegible] mile
Total Length	0.[illegible] mile
Cost per mile, Roadway	$ [illegible]

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGM Funds	State Funds
Roadway	$ 91,234.00	$ 59,310.00	$ 31,924.00
Structure	24,136.00	15,690.00	8,446.00
	$ 115,370.00	$ 75,000.00	$ 40,370.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
JUN 3 1941
FOR FILING

FPCA 308-A-1

June 2, 1941

Mr. Roy L. Houck
212 U. S. National Bank Building
Salem, Oregon

Dear Sir:

We hand you herewith a fully executed copy of Contract No. 2497 which was awarded to you by the State Highway Commission on May 8, 1941, covering the grading and paving of the Clackamas Overcrossing Section of the Cascade Secondary Highway, in Clackamas County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

NOTED
D. G. DeSart

RECEIVED
MAY 1[illegible] 1941
FOR FILING

FAGH 304-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 12 1941
OREGON
STATE HIGHWAY COMMISSION

May 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Grade Crossing Project No. FAGH 304-A (1), Clackamas Overcrossing Section of the Cascade Secondary Highway, to Roy L. Houck, Salem, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 19 1941
FOR FILING

FAGH 304-A-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 16, 1941

Subject: Clackamas Crossing
Grading and Paving

To:

Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

✓ Please send us two sets of revised sheets 3 and 4 of Clackamas Crossing Grading and Paving plans.

✓ Also, please send one complete set of the plans.

Mailed
5/17/41

Yours very truly,

E. A. COLLIER
DIVISION ENGINEER

By:

Wilbur M. Darby
Wilbur M. Darby
Office Engineer

WMD:IH

RECEIVED
MAY 15 1941
FOR FILING

FACH 304-A-1

May 14, 1941

Mr. Roy L. Houck
Pioneer Trust Bldg.
Salem, Oregon

Dear Sir:

We are handing you herewith four copies of contract No. 2457, which was awarded to you by the State Highway Commission on May 8, 1941, covering grading and paving on the Clackamas Overcrossing Section of the Cascade Secondary Highway in Clackamas County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

RECEIVED
MAY 13 1941
FOR FILING

FHGH 304-A-1

May 10, 1941

Mr. Roy L. Houck
U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

This is to advise you that the State Highway Commission on May 8, 1941, awarded you the contract for construction of the Clackamas Overcrossing on the Cascade Secondary Highway, in Clackamas County. This award was based on your low bid of $97,016.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - R. H. Probert
G. S. Paxson

K

April 23, 1941

Mr. W. R. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provision pages numbers 28 and 29 for the Clackamas Overcrossing Section, Project No. FAGH 304-A (1), which pages have been revised by an additional specification under the subhead "Sand for Use as Fine Aggregate in Concrete."

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

R

April 21, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement, and three copies of form PR 46, for the Clackamas Overcrossing Section, Project No. FAGM 304-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 304-A (1)

CLACKAMAS OVERCROSSING SECTION OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 21, 1941

Roadway (Sta. 441+00 to 465+12.3)

All Required		Clearing and Grubbing		$ [illegible]
450	cu. yds.	Trench Excavation	$ 1.00	450.00
200,900	cu. yds.	Borrow Excavation, Unclassified	.18	36,162.00
1,200	cu. yds.	General Excavation, Unclassified	.20	240.00
92,800	yd. mi.	Truck Haul	.12	11,136.00
500	lin. ft.	Rounding Cutbanks	.10	50.00
0.42	mile	Finishing Roadbed and Slopes	300.00	126.00
90	lin. ft.	12" Concrete Pipe	1.25	112.50
100	lin. ft.	9" Perforated Corr. Metal Pipe	1.00	100.00
80	lin. ft.	18" Extra Strength Corr. Metal Pipe	2.50	200.00
230	cu. yds.	Class "A" Concrete	24.00	5,520.00
34,500	lbs.	Metal Reinforcement	.06	2,070.00
4,200	lin. ft.	Spring Bracket Guard Rail with Wood Posts	1.00	4,200.00
70	cu. yds.	Structural Excavation, Unclassified	2.00	140.00
320	lin. ft.	Furnish Cedar Piles	.20	64.00
16	only	Drive Cedar Piles	25.00	400.00
42	lin. ft.	Trestle Superstructure	20.00	840.00
4	M-FBM	Treated Lumber in Place	110.00	440.00
2,150	cu. yds.	Selected Roadbed Topping	.40	860.00
1,200	yd. mi.	Hauling Roadbed Topping	.10	120.00
250	tons	1½" - 0" Crushed Gravel in Base	1.50	375.00
650	tons	3/4" - 0" Crushed Gravel in Base	1.50	975.00
240	tons	½" - 0" Material in Cushion Course	1.50	360.00
40	cu. yds.	Filler	.40	16.00
40	yd. mi.	Hauling Filler	.15	6.00
100	M-gal.	Sprinkling	1.50	150.00
5,480	sq. yds.	Portland Cement Concrete Pavement	1.80	9,864.00
450	lin. ft.	Expansion Joints in Pavement	.20	90.00

3,000	lin. ft.	Contraction Joints	$ .04	$ 120.00
450	only	Dowel Bars	.20	90.00
9,900	lbs.	Tie Bars and Reinforcement	.06	594.00
0.1	mile	Preparation of Base	100.00	10.00
32	tons	Furnishing and Placing Aggregates	4.00	128.00
3	tons	Furnishing and Placing MT-4 Tar	30.00	90.00
				$ 76,348.50

Concrete Culvert (Sta. 467+02) (Contract No. 2450)

All Required		Shoring, Cribbing, Etc. (50%)		$ 1,250.00
420	cu. yds.	Excavation	$ 1.50	630.00
10	cu. yds.	Excavation Below Elevations Shown	2.00	20.00
156	cu. yds.	Class "A" Concrete	19.00	2,964.00
30,000	lbs.	Metal Reinforcement	.05	1,500.00
				$ 6,364.00

Subtotal	$ 82,712.50
10% Engr. & Cont.	8,271.25
Total	$ 90,983.75

Overcrossing Structure (Sta. 459+57 to Sta. 461+67) (Contract No. 2450)

All Required		Shoring, Cribbing, Etc. (50%)		$ 1,250.00
340	cu. yds.	Excavation	$ 1.50	510.00
10	cu. yds.	Excavation Below Elevations Shown	2.00	20.00
570	cu. yds.	Class "A" Concrete	19.00	10,830.00
100,000	lbs.	Metal Reinforcement	.05	5,000.00
440	lin. ft.	Metal Handrail	4.50	1,980.00
				$ 19,590.00
All Required		Work to Be Performed by S. P. Co's Forces		2,280.00

Subtotal	$ 21,870.00
R.R. Ret. and Unemploy. Ins.	79.00
10% Engr. & Cont.	2,187.00
Total	$ 24,136.00

Length of Roadway	0.417 mile
Length of Structure	0.039 mile
Total Length	0.456 mile
Cost per mile, Roadway	$ 218,186.45

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FACH Funds	State Funds
Roadway	$ 90,983.75	$ 59,276.00	$ 31,707.75
Structure	24,136.00	15,724.00	8,412.00
	$ 115,119.75	$ 75,000.00	$ 40,119.75

CLACKAMAS OVERCROSSING SECTION

PROJECT NO. FAGH 304-A (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

April 21, 1941

PR 46
Roadway (Clackamas Overcrossing Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) May 19, 1941
State Oregon
Completion Date (Est.) Oct. 15, 1941
Project No. FAGM 304-A (1)
Estimated Total Cost Roadway $90,983.75
Length: Miles .417

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	2,000	6	Metal culvert pipe	Lb.	3,000
2	Aggregates	Cy.	3,200	7	Reinforcing steel	Lb.	46,000
3	Bituminous mat.	Gal.	600	8	Structural steel	Lb.	
4	Lumber	M.	50	10	Explosives	Lb.	
5	Timber piling	Lft.	320				

CONTRACT# 2458

15-1127 Josephine Co. Line-Central 1941
Point Sec., Pacific Hwy.
#2458

RECEIVED
DEC 16 1941
FOR FILING

15-1127

December 15, 1941

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2458 for work on the Josephine County Line-Central Point Section of the Pacific Highway, in Jackson County, has been completed by the contractor, J. C. Compton, and that final settlement will be made on or after December 26, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $20,033.93, including final payment, and that no force account work was performed therein. This contract was completed on September 16, 1941, and was accepted by the State Highway Commission on October 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

RECEIVED
NOV 21 1941
FOR FILING

15-1127

R

November 19, 1941

Mr. J. C. Compton
Box 36
McMinnville, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 17, 1941, granted you the extension of time requested from September 15 to September 25, 1941, without penalty, in connection with contract No. 2458 for pavement widening and nonskid oiling on the Josephine County Line-Central Point Section of the Pacific Highway, in Jackson County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - K. D. Lytle

R.

RECEIVED
NOV - 6 1941
FOR FILING

15-1127

November 6, 1941

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton on contract No. 2458, covering the Josephine County Line-Central Point Section of the Pacific Highway, in Jackson County. This payment, in the amount of $700.74, will be made on or after November 17, 1941. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. C. DeSart

Form E-1-5M-10-40

1 R

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 20th., 1941

Section Josephine County Line-Central Point

Kind of work Pavement Widening and Non-skid Oiling

Highway Pacific

Section prefix 15 - 1127

Contractor J. C. Compton

Contract number 2458

Date of contract May 8th., 1941, 19

Date of completion Sept. 15th., 1941, 19

Date work started August 21st., 1941, 19

Estimated date of completion Sept., 16th., 1941

Amount of contract . . . . . . $ 18,863.20

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering . . . . $ 32,097.73

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $ 1,220.00, 3.95 %

Date project was completed Sept., 16th., 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed non-skid oiling Tuesday afternoon and went ov over west end of job patching shoulders. Bladed shoulders and barreled excess oil at Grants Pass.

Party checking rock books and working on final estimate.

NOTED
E. M. BOOTH

RECEIVED
SEP 22 1941
[illegible]

Signed Glenn E. Roberts

Address P. O. Box 306, Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

NOTED
VAN SCOY

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				21.07	
Miles partially completed				21.07	
Miles completed				21.07	
Total estimated quantities				8,000 Cu. Yds. 555 Tons	
Estimated quantities moved or placed to date				8,000 Cu. Yds. 555 Tons	
Average daily quantities				xxxxxx	
Average daily quantities necessary to complete project on time				xxxxxx	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				30	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 2, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., Distributor 1 . . Trucks 8 , ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	Warm		
Tuesday	Warm		
Wednesday	Fair		
Thursday	Cloudy		
Friday	Rain		
Saturday	Cloudy		

STATE PRINTING DEPT.

RECEIVED
JUN 3 1941
FOR FILING
15-1127

OREGON STATE HIGHWAY COMMISSION

June 2, 1941

Mr. J. C. Compton
U. S. National Bank Building
McMinnville, Oregon

Dear Sir:

We are sending you today by express, for your records and files, a fully executed copy of each of the following contracts which were awarded you by State Highway Commission on May 8 and 9, 1941, respectively:

Contract No. 24[illegible] - Josephine County Line Section of the Pacific Highway, in Jackson County: Pavement widening and [illegible] oiling

Contract No. 2461 - Mountain Creek-Mt. Vernon and Dixie Creek-Service Creek Sections of Pendleton-John Day, Beech Creek Secondary and John Day Highways, in Grant and Wheeler Counties - Oil Mat Wearing Surface.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

NOTED
D. G. DeSart

#1161

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14
FOR FILING

FORM B-50 REVISED 30M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

15-1127

Salem, Oregon
March 10th, 1941

Subject: Jackson County Line-
Central Point Estimate

To: Mr. C. B. McCullough
Asst. Chief Engineer
Office

Dear Sir:

In regard to Record of Assignment #1160, I beg to advise that the estimated cost of non-skidding work between the Jackson County Line and Central Point is $38,600.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

a

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MAY 12 1941
FOR FILING

Const
Projects
Primary

15-1127

March 4, 1941

Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

Division Engineer Lytle has submitted advertising information for a project involving the construction of 21.8 miles of non-skid wearing surface on the Josephine County Line-Central Point Section of the Pacific Highway. The estimated cost, including engineering, is $38,600 (all state funds).

If this project is to be contracted, the approval of the Commission should be obtained at the next meeting.

Very truly yours,

S. H. Probert
Office Engineer

SHP:JR

RECEIVED
MAY 15 1941
FOR FILING

15-1127

May 14, 1941

Mr. J. C. Compton
U. S. National Bank
McMinnville, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2458 which was awarded to you by the State Highway Commission on May 8, 1941, covering pavement widening and non-skid oiling on the Josephine County Line-Central Point Section of the Pacific Highway in Jackson County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We are also sending an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions relating to the Workmens Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

BS

Secretary

NOTED
D. G. DeSart

RECEIVED
MAY 13 1941
FOR FILING

15-1129

May 10, 1941

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

This is to advise you that the State Highway Commission on May 8, 1941, awarded you the contract for 20.33 miles pavement widening and nonskid oiling on the Josephine County Line-Central Point Section of the Pacific Highway, in Jackson County. This award was based on your low bid of $18,863.20 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AG - R. H. Probert
G. B. Pearson

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Const
Projects
Primary

Salem, Oregon
April 1, 1941

Nonskidding Jackson County Line-
Central Point Section authorized

Mr. H. G. Smith:

You are advised that the Commission has authorized the nonskidding of the Jackson County Line-Central Point Section.

C. B. McCullough

JM:mbl

CONTRACT# [redacted] 2459

34-1036 Sunset Camp-Davies Sec.
Wolf Creek & Nehalem Hwys. 1941
2459

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APR 29 1942
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34-1036

April 29, 1942

General Casualty Company of America
Dooly & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that revised final payment will be made to Babler Brothers, on contract No. 2459, for work on the Sunset Camp-Davies Section, of the Wolf Creek and Nehalem Highways, in Washington County, on or after May 8, 1942. This final payment will be made in lieu of the one of which you were notified in our letter of February 27, 1942.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $133,925.82, including final payment, and that no force account work was performed therein. This contract was completed on October 17,1941, and accepted by the Commission on November 6, 1941.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BS

NOTED
D. G. DeSart

H. Baldock

3J-1 6

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April 8th, 1942

FINAL COST ANALYSIS
Surface and Oil

Sunset Camp-Davies
Contract No. 2459

Wolf Creek Highway
Prefix 34-1036

Babler Bros., Contractors
Lowell Johnston, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
1¼"-0 Mat'l in Leveling Course & Shldrs.	$31,405.52	20,204.67	Tons	$1.55	$1.80	$36,368.41
Sprinkling	1,395.99	963.2	M-Gal.	1.45	2.00	1,926.40
1½"-3/4" Cr. Rock in Stockpile	905.36	500.2	Cu. Yd.	1.81	1.80	900.36
3/4"-½" Cr. Rock in S.P.	2,107.20	1,164.2	" "	1.81	1.90	2,211.98
½"-¼" " " " "	1,323.29	731.1	" "	1.81	1.90	1,389.09
¼"-0" " " " "	2,382.87	1,316.5	" "	1.81	1.90	2,501.35
Preparation of Base	814.74	13.11	Miles	62.14	100.00	1,311.00
Furnish & Place Mineral Aggregate	30,544.07	17,341.31	Tons	1.76	2.60	45,087.41
Furn. & Place RC-3 Oil	2,914.96	180.68	"	16.14	20.00	3,613.60
" " " 151-200 Asphalt	25,323.88	1,191.2	"	21.26	22.00	26,206.40
PA #1, 3/4"-0 Cr. Rock on Shoulders	10,506.39	6,180.23	"	1.70	2.05	12,669.47
PA #2, Furn. & Place #2 Gasco	157.74	7.17	"	22.00	22.00	157.74
PA #3, Extra for Asphalt on Road Approach	300.00	50	"	6.00	6.00	300.00
PA #3, Extra for Min. Agg. on Road Approach	117.20	293	"	0.40	0.40	117.20
Cr. Rock Sold to Wash. Co.	2,964.21	3,034	Cu. Yd.	0.97	1.00	3,034.10
S.P. Haul Adjustment, Favor of State		17,065.5	Yd. Mi.		0.07	- 1,194.59
	$113,163.42					$136,599.92

NOTED
State Highway Engineer

Sunset Camp-Davies Final Cost Analysis.

Gross Revenue	$136,599.92
Total Cost	113,163.42
Net Profit	$23,436.50

Net Profit Equals 17.2% of Gross Revenue

Sunset Camp-Davies

Detail of Cost

Labor:

Supervision, Risley $1,140.00, Babler $300.00	$1,440.00	
Labor	29,935.43	
State Industrial Accident Insurance - 8%	3,566.48	
Social Security & Unemployment Ins. - 5%	1,496.23	
		$36,438.14

Materials:

RC-3 Road Oil	180.68	Tons at	$10.50	$1,897.14	
Frt. on RC-3 Oil	180.68	" "	1.00	180.68	
151-200 Asphalt	1,241.2	" "	7.50	9,309.00	
Frt. on 151-200 Asphalt	1,241.2	" "	8.40	10,426.08	
#2 Gasco	7.17	Tons "	12.00	86.04	
Royalty on Rock Quarry				1,581.04	
					23,479.98

Equipment Rental & Misc. Supplies:

Equipment Rental	$14,047.00	
Hired Trucks, Not Including Drivers	22,262.74	
Gas, Oil & Grease	3,633.20	
Explosives	3,504.12	
Drill Steel	890.00	
Crusher Set-Up, Mat'ls. & Supplies	624.04	
Misc. Supplies & Small Tools	2,160.54	
Move In, Freight & Cartage	454.67	
Bond	1,345.47	
Home Office & General Overhead - 3% of Gross Revenue	4,036.41	
Public Liability Insurance	287.11	
		53,245.30
		$113,163.42

Sunset Camp-Davies Section

Breakdown of Crushing Costs

	Cost	Quantity	Unit Cost
Clear & Strip Quarry	$994.89	39,682 Cu. Yd.	$0.025
Move In & Set Up Plant	2,032.12	" " "	0.051
Drill & Shoot Quarry	10,908.81	" " "	0.275
Load in Quarry	4,865.35	" " "	0.123
Haul to Crusher	2,920.00	" " "	0.074
Crusher Operation	12,514.25	" " "	0.314
Royalty	1,581.04	" " "	0.040
Proratable and Overhead	2,960.01	" " "	0.075
	$38,776.47	39,682 Cu. Yd.	$0.977 per cu. yd.
	$38,776.47	52,909 Tons	$0.733 per ton

Sizes Crushed

1¼" - 0"	15,065 Cu. Yd.
1½" - 3/4"	500.2 Cu. Yd.
3/4" - ½"	1,164.2 " "
½" - ¼"	731.1 " "
¼" - 0"	1,316.5 " "
Mineral Aggregate	13,226 " "
3/4" - 0"	7,669 " "
	39,682 Cu. Yd.

Sunset Camp-Davies

Breakdown of Oiling Costs

	Cost	Quantity	Unit Cost
Heating Oil	$1,016.61	1,421.88 Tons	$0.715
Hauling, 14 Miles Average Haul	1,308.13	" "	0.920
Spreading	2,132.97	" "	1.500
Traffic Control	479.63	" "	0.337
Proratable Costs	1,480.00	" "	1.040
	$6,417.34	1,421.88 Tons	$4.512

Placing of Mineral Aggregate

	Cost	Quantity	Unit Cost
Load from Stockpile	$565.52	17,634.33 Tons	$0.032
Haul to Road, Average 5.3 Miles	5,607.68	" "	0.318
Handle on Road	2,064.73	" "	0.117
Bond & Proratable Costs	1,930.87	" "	0.109
	$10,168.80	17,634.33 Tons	$0.576

Average placed 90.5 tons per hour. Loaded with a ½-yard Unit Shovel equipped with 3/4-yard bucket.

Sunset Camp-Davies

Remarks:

This contract was bid on May 8th, 1941; the contractor started work on May 12th, and completed on October 17th, 1941.

The contractor decided to use a different quarry than the one specified by the State and opened up the Cedar Creek quarry which was situated 5.5 miles from the east end of the job. This site required fairly heavy clearing and some stripping, and the royalty payment was $0.04 per cubic yard. About .5-mile of existing road was widened into the plant, and additional crushed rock was also added. A county bridge over Cedar Creek was repaired as well. However, the quarry contained very good material which broke up well with the down hole method of shooting, and there was no waste rock. The shooting of the rock required .6 lb. of powder per cubic yard. The crushing plant contained the following equipment: 15" x 38" jaw primary, 28" Traylor guratory, 20" Traylor gyratory, 3' x 12' 3-deck vibratory screen, 200 h.p. Murphy diesel motor and a P.D. 40 motor. A 3/4-yard Lorain shovel loaded the rock in the quarry, and one to two light trucks hauled to the crusher.

The 10-mile average haul to the job cost the contractor $0.80 per yard or $0.60 per ton. The oiling work was started on August 1st, and was completed on August 24th, without interruption from bad weather. The oil was delivered at Forest Grove and hauled an average distance of 14 miles to the job.

The contractor made an excellent profit on the contract due to an excellent quarry, good plant production and efficient supervision.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

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FEB 27 1942
FOR FILING

34-1036

February 27, 1942

General Casualty Company of America
Dooly & Company, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2459, for work on the Sunset Camp-Davies Section of the Wolf Creek and Nehalem Highways, in Washington County, has been completed by the contractor, Babler Brothers, and that final settlement will be made on or after March 9, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $133,565.82, including final payment, and that no force account work was performed therein. This contract was completed on October 17, 1941, and was accepted by the State Highway Commission on November 6, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. DeSart

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FEB 9 1942
FOR FILING

34-1036

February 6, 1942

Babler Brothers
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 6, 1941, granted you the extension of time requested, from September 30 to October 17, 1941, without penalty, in connection with state highway contract No. 2459, for surfacing, oiling and construction of bituminous macadam on the Sunset Camp-Davies Section of the Wolf Creek and Nehalem Secondary Highway, in Washington County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. F. D. Mason

RECEIVED
NOV 27 1941

34-1036

November 21, 1941

General Casualty Company of America
Dooly and Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Brothers, on contract No. 2459 covering surfacing and oiling of the Sunset Camp-Davies Section of the Wolf Creek and Nehalem Secondary Highways, in Washington County. This payment, in the amount of $6,023.91, will be made on or after December 1, 1941. The retained percentage is $3,991.61.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. DeSart

Form E-1—5M—4-41

R

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OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 18, 1941

Section Sunset Camp - Davies

Kind of work Surfacing, Oiling & Bit. Macadam

Highway Wolf Creek

Section prefix 34-1036

Contractor Babler Bros.

Contract number 2459

Date of contract May 8, 1941

Date of completion Sept. 30, 1941

Date work started May 12, 1941

Estimated date of completion Oct. 15, 1941

Amount of contract $127,418

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $133,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $2,500, %

Date project was completed Oct. 17, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Babler Bros. crew completed shaping of shoulders and trimmed up slopes on Friday, Oct. 17 and which completes his contract on this section.

RAY WEBBER

NOTED
[illegible] HACK

RECEIVED
OCT 20 1941
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
H. G. SMITH

OCT 20 1941

NOTED
E. M. [illegible]

NOTED
VAN SCOY

Signed Lowell Johnston

Address Manning, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.05			12.48	
Miles partially completed	0.00			0.00	
Miles completed	9.05			12.48	
Total estimated quantities	27,000		2,000		
Estimated quantities moved or placed to date	27,000		2,000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Showers		

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JUN 3 1941
FOR FILING

34-1036

June 2, 1941

[illegible] BROS.
1636 S. E. 6th Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of the following contracts which were awarded to you by the State Highway Commission on May 8, 1941:

Contract No. 2456: Corvallis Drawspan Floor Repairs, in Benton County

Contract No. 2459: Sunset Camp-Davies Section of the Wolf Creek and Nehalem Secondary Highways, in Washington County – surfacing, oiling, and bit. macadam

These copies are for your records and files. We are also sending an executed copy to the surety on your bonds.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

NOTED
D. G. DeSart

RECEIVED
MAY 15 1941
FOR FILING

34-1036

May 14, 1941

Babler Bros.
1636 S. E. Sixth Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2459, which was awarded to you by the State Highway Commission on May 8, 1941, for the Sunset Camp-Davies Section of the Wolf Creek and Nehalem Secondary Highways, in Washington County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

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MAY 13 1941
FOR FILING

34-1036

May 10, 1941

Babler Bros.
1636 S. E. Sixth Ave.
Portland, Oregon

Gentlemen:

This is to advise you that the State Highway Commission on May 8,1941, awarded you the contract for 9.53 miles surfacing and bituminous macadam and 3.15 miles oiling on the Sunset Camp-Davies Section of the Wolf Creek and Nehalem Highways, in Washington County. This award was based on your low bid of $127,418.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH

cc - S. H. Probert
G. S. Paxson

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1941
FOR FILING
36-1036

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25th, 1941

Subject: Sunset Tunnel-Davies Section

To:
Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

There is $45,000 allocated for the oiling of the Sunset Tunnel-Davies Section of the Wolf Creek Highway. This was predicated upon the assumption that the W.P.A. would do all the surfacing, and the State would do the oiling. However, we have not been able to find any quarry on this section except the Pihl quarry which contains some soft rock and which is not suitable for the top surfacing.

Therefore, we propose to crush our oil rock from the old Wolf Creek quarry by contract and to include within this contract a leveling course 2 inches thick over the entire section, a 3"-0" rock base between Stations 1703+75 and 1770, or between the tunnel and the crossing of the railroad, 3" thick.

It is now estimated that this project will cost $111,500 instead of the $45,000 set up in the budget. I suggest that this be discussed at the Pendleton meeting of the Commission

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

Original copy approved
by Commission filed in
F + A/c - Allocation of Funds - Budgets

CONTRACT# [redacted] 2460

10-4206 Dean Creek-Parker Creek Sec.
Umpqua Highway 1941

2460

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SEP 23 1942
FOR FILING

10-4206

September 22, 1942

United States Fidelity & Guaranty Co.
F. A. Boyce, General Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to A. S. Wallace on contract No. 2460, for furnishing crushed rock in stock piles on the Dean Creek-Parker Creek Section of the Umpqua Highway and county roads, in Douglas County. This payment will be made on or after October 2, 1942.

The total amount paid the contractor in connection with this contract will be $39,082.25, including the post-final payment of $475.15. No force account work was performed in connection with this contract.

Very truly yours,

AM

Secretary

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APR 29 1942
FOR FILING

10-4206

Salem
April 29, 1942

Agreement with A. S. Wallace
on Contract No. 2460

Mr. H. G. Smith

I am handing you herewith a copy of the agreement between the State Highway Commission and A. S. Wallace covering the matter of reimbursement for royalty paid on gravel taken from the Madison Bar for use in connection with Contract No. 2460, Dean Creek-Parker Creek Section of the Umpqua Highway, in Douglas County.

R. H. Baldock

JMS:GA

CC: S. H. Probert

RECEIVED
APR 28 1942
FOR FILING

10-4206

SALEM
April 28, 1942

Agreement with A. S. Wallace on
contract No. 2460

Mr. C. B. McCullough

I hand you herewith two copies of an agreement between the State Highway Commission and A. S. Wallace covering the matter of reimbursing Mr. Wallace for royalty paid on gravel taken from Madison Bar for use in connection with state highway contract No. 2460, involving the production of maintenance materials for the Dean Creek-Parker Creek Section of the Umpqua Highway, in Douglas County.

These are for further handling by you. I have retained the original for the Commission's records and have sent Mr. Wallace one fully executed copy.

The original and duplicate were both signed by Mr. Cabell and Mr. Oliver. However, Mr. Oliver failed to sign one of the attached copies so I have printed his name in the space provided for his signature.

HBG:AM Secretary

RECEIVED
MAY 7 1942
FOR FILING

10-4206

April 28, 1942

Mr. A. S. Wallace
Roseburg, Oregon

2460

Dear Sir:

I am handing you herewith two signed agreements between yourself and the State Highway Commission, pertaining to your contracts with the State Highway Commission for the production of maintenance materials for the Bear Creek-Coos Junction Section of the Coos Bay-Roseburg Highway and for the Dean Creek-Parker Creek Section of the Umpqua Highway, both in Douglas County.

Both of the agreements cover the matter of reimbursing you for royalty paid on gravel for use in connection with these jobs.

Very truly yours,

[illegible]

Secretary

original agreement filed in contract #2460

(2 copies of each agreement sent to Mr McCullough)

NOTED
D. G. DeSart

R.H. Baldock 10-4206

February 13th, 1942

FINAL COST ANALYSIS
Dean Creek-Parker Creek Rock Production
Umpqua Highway in Douglas County

Contract No. 2460
A. S. Wallace, Contractor

Prefix 10-4206
E. E. Umphlette, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
1½"-0 Cr. Gravel in County Stockpile	$4,066.61	5,996.9 Cu. Yd.	$0.68	$1.00	$5,996.90
3/4"-½" Cr. Gravel in S.P.	9,834.84	5,876.9 " "	1.67	1.79	10,519.65
½"-¼" " " " "	11,324.16	7,434.9 " "	1.52	1.85	13,754.57
¼"-0 " " " "	5,360.13	3,700.0 " "	1.45	1.70	6,290.00
PA #1, 1¼"-0 Cr. Gravel in Stockpile	901.45	1,007.1 " "	0.895	1.00	1,007.10
PA #1, Haul 1¼"-0 Cr. Gravel	314.94	3,431.5 Yd. Mi.	0.092	0.08	274.52
Screen Rejections	671.03	2,684.1 Cu. Yd.	0.25	0.25	671.03
Hauling Screen Rejections	40.32	504 Yd. Mi.	0.08	0.08	40.32
Haul Adjustment (In favor of Contractor)		758 Yd. Mi.		0.08	60.64
Haul Adjustment (In favor of State)		- 109 Yd. Mi.		0.07	- 7.63
	$32,513.48				$38,607.10

Gross Revenue	$38,607.10
Total Cost	32,513.48
Net Profit	$6,093.62

Net Profit Equals 15.78% of Gross Revenue

NOTED
Highway Engineer

Contract No. 2460

Detail of Cost

Labor:		
Supervision	$452.00	
Labor	7,583.84	
State Industrial Accident Insurance	522.33	
Unemployment Compensation	321.43	
Old Age Benefit	80.36	
		$8,959.96
Miscellaneous:		
Equipment Rental (Incl. Repairs)	$11,532.65	
Gas, Oil and Grease	4,733.80	
Royalty - 26,699.9 cu. yd. at $0.03	801.00	
Move In and Set Up (2 set-ups)	2,700.00	
Misc. Expense and Small Tools	2,200.00	
Overhead Expense	800.00	
Home Office Expense	400.00	
Bond	386.07	
		23,553.52
Total Cost		$32,513.48

Contract No. 2460

Analysis of Crushing Cost

Madison Bar Set-up

Item	Cost	Quantity	Unit Cost
Move In & Set Up	$2,659.62	8,793 Cu. Yd.	$0.3025
Load Bar Material (Shovel)	912.83	" " "	0.1038
Haul Bar Material	1,114.01	" " "	0.1267
Operate Plant	2,558.70	" " "	0.2910
Royalty	263.79	" " "	0.0300
Cost in Bunker	$7,508.95	8,793 Cu. Yd.	$0.8540

Murphy Bar Set-up

Item	Cost	Quantity	Unit Cost
Move In & Set Up	$2,300.25	15,223 Cu. Yd.	$0.1511
Load Bar Material (Dragline)	1,730.20	" " "	0.1137
Operate Plant	4,235.48	" " "	0.2782
Royalty	456.69	" " "	0.0300
Cost in Bunker	$8,722.62	15,223 Cu. Yd.	$0.5730

Combined Costs

Cost	Quantity	Unit Cost
$16,231.57	24,016 Cu. Yd.	$0.6759

The contractor moved in August 19th, 1941 and started setting up a plant at Madison Bar. Erection was completed in two weeks, and crushing operations started September 3rd. A 3/4-yard shovel and two trucks delivered bar material to the plant which consisted of a 3' x 8' feeder, a 20" x 36" jaw, 3' gyratory and 30" x 18" roll crushers, a 3'x9' single deck scalper, a 3½'x12' double deck and a 3½'x16' double deck screens, 35 feet of elevator and 320 feet of 30-inch conveyor belt. Power was furnished by a 200 h.p. Atlas diesel engine. The plant operated 192 hours from September 3rd to September 23rd, to produce 8,793 cu. yd. at an average rate of 46 cu. yd. per hour. The crushed material produced from this set-up consisted of 7,786 cu. yd. of maintenance material and 1,007 cu. yd. of 1¼"-0 by price agreement, of which 603 cu. yd. were placed in stockpile and 404 cu. yd. placed on the Elkton-Sutherlin Secondary Highway. In addition, 65 cu. yd. of ¼" -0 screen rejections were placed in stockpile.

The plant was dismantled, moved to Murphy Bar and set up in two and a half weeks. Tailholds for a dragline were driven in a river bar. A 1 cu. yd. dragline delivered material to the plant. The plant was the same as that used on the Madison Bar set-up and operated 345 hours from October 13th to November 13th, to produce 15,223 cu. yd. at an average rate of 44 cu. yd. per hour. The crushed material produced from this set-up consisted of 9,226 cu. yd. of maintenance material and 5,997 cu. yd. of 1½" - 0 crushed gravel for Douglas County, of which 4,424 cu. yd. were placed in stockpile and 1,573 cu. yd. were placed on the Loon Lake road. In addition, 2,559 cu. yd. of 1" - 0 and 60 cu. yd. of ¼" - 0 screen rejections were placed in stockpile near the plant site.

Contract No. 2460

Remarks:

This was a "State Project" and consisted of furnishing 25,800 cu. yd. of crushed gravel in stockpiles. This quantity was increased 1,000 cu. yd. by a price agreement. The contract was bid and awarded May 9th, 1941. Work was started August 19th, and completed November 13th, 1941.

Several factors worked to the contractor's advantage. His choice of the Madison Bar in preference to the Beckley Bar appears to have been good judgment. The move in to the Murphy Bar was timed so that tailholds could be driven at the last opportunity before high water could have prevented their driving. Good supervision and adequate prices contributed to the profit earned by the contractor on this job.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
FEB 9 1942
FOR FILING

10-4206

February 6, 1942

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 6, 1941, granted you the extension of time requested, from October 31 to November 30, 1941, without penalty, in connection with state highway contract No. 2460, for furnishing crushed materials in stock piles for the Dean Creek-Parker Creek Section of the Umpqua Highway, in Douglas County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - K. D. Lytle

RECEIVED
JAN 19 1942
FOR FILING

10-4206

R

Salem, Oregon
January 19, 1942

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

With reference to your letter of January 16, regarding the refund to Douglas County for balance due out of the $7,500.00 deposit, our records show that the rock cost was $5,989.27, and that a check for the remaining $1,510.73 was mailed to the county January 13. The receipt form was back here on the 15th.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by L. E. Parsons/ER

FORM E-30 30M 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Jan. 16, 1942

Subject: 10-4206

To:

S. H. Probert
Office Engineer

Dear Sir:

In connection with the Dean Creek-Parker Creek Section, we crushed around 6000 cubic yards of material for the County.

The County Judge called up this morning and wanted to know when he could expect the refund of the amount due. As you will recall, the amount the County deposited was $7500.00, while the cost of the work was somewhere in the neighborhood of $1503.98.

Will you please advise when this payment will be made.

Very truly yours,

K. D. Lytle

K. D. LYTLE
Division Engineer

KDL:G

7500.00
5989.27
1510.73

Jan. 13.

Rcd. Jan 15

RECEIVED
JAN 14 1942
FOR FILING

10 4

January 13, 1942

United States Fidelity & Guaranty Co.
H. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2460 for work on the Dean Creek-Parker Creek Section of the Umpqua Highway and county roads, in Douglas County, has been completed by the contractor, A. S. Wallace, and that final settlement will be made on or after January 23, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $38,607.10, including final payment. This contract was completed on November 13, 1941, and accepted by the Commission December 18, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. DeSart

R

RECEIVED
DEC 16 1941
FOR FILING

10-4206

December 15, 1941

United States Fidelity & Guaranty Co.
M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. S. Wallace on contract No. 2460, covering the furnishing of crushed rock in stock piles on the Dean Creek-Parker Creek Section of the Umpqua Highway and county roads, in Douglas County. This payment, in the amount of $2,416.41, will be made on or after December 26, 1941. The retained percentage is $1,159.63.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

R

Form E-1—6M—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec 6, 1941., 19

Section	Dean Creek - Parker Creek	Kind of work	Crushed Gravel in Stockpile
Highway	Umpqua & County Roads	Section prefix	10 - 4206
Contractor	E. S. Wallace	Contract number	2460
Date of contract	May 9, 1941., 19	Date of completion	Oct. 31, 1941., 19
Date work started	Aug. 19, 1941, 19	~~Estimated~~ date of completion	Nov. 13, 1941., 19
Amount of contract	$35,998.00	Per cent of time elapsed	100 %

Estimated cost of completed project, exclusive of engineering . . . $38,654.53

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date, $1,461.55, 4.06 %

Date project was completed Nov. 13, 1941, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi - Final has been completed and turned over to Division Office Dec. 5, 1941.

NOTED
RAY WEBBER

RECEIVED
DEC 8 - 1941

Signed P. P. Whitmore Res. Eng.

Address Roseburg, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
OCT - 6 1941
FOR FILING

10-4206

[illegible]

Salem, Oregon
October 1, 1941

Mr. Frank L. Hall
Resident Highway Engineer
Roseburg, Oregon

Dear Sir:

This is in reply to your letter of September 29, relative to overtime in connection with the Deer Creek-Parker Creek contract and other matter pertaining to labor regulations.

The standard specifications call attention, in Section 6-10, to the State 8-hour law which provides for double wages for time in excess of 8 hours per day or 48 hours per week. Accordingly, Mr. Wallace will be required to pay double rate for time in excess of 8 hours.

The maximum hours of weekly employment on both federal and state projects are as prescribed by State law, 48 hours per week. Excess time is to be paid for at double rate as stated above.

Deductions for hospital fees and board are permitted on all state projects. Such deductions are not permitted on federal projects for which contracts were awarded since May 1, 1941.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

TO

Dict. by M. C. Wood/GS

cc K. D. Lytle

FORM E-30 20M 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

September 29, 1941
Roseburg, Oregon

Subject: Payment of Overtime

To:

Mr. S. H. Probert
Office Engineer
Salem, Oregon

Dear Sir:

On the payrolls submitted by Mr. A. S. Wallace for the Dean Creek-Parker Creek rock production project he has shown time and one half for time worked over 8 hours. The state regulations incorporated with federal aid projects state that double rate shall be paid for time worked over 8 hours. These regulations are not printed in the contract for this project and I brought them to his attention before he submitted the payrolls. Please advise whether or not double time should be paid. Also, I would like to know the maximum hours permissable to work in a weekly period and the penalty for exceeding this amount on both federal aid and state projects.

Included in the information given in circular letter no. 240 I find that deductions for National Hospital fees cannot be deducted on contracts let after May 1, 1941. I would like to know if this applies only to federal aid projects.

Very truly yours,

Frank L. Hall

Frank L. Hall
Resident Engineer

RECEIVED
JUN 3 1941
FOR FILING

10-4286.

June 2, 1941

Mr. A. S. Wallace
1249 Harrison Street
Roseburg, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2460 which was awarded to you by the State Highway Commission on May 9, 1941, covering the furnishing of crushed gravel in stock piles on the Umpqua Highway and county roads in Douglas County, on the Dean Creek-Parker Creek Section. We are also sending an executed copy to the surety on your bond.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. G. DeSart

RECEIVED
[illegible] 1941
FOR [illegible]

10-4206

May 14, 1941

Mr. A. S. Wallace
1249 Harrison St.
Roseburg, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2460, which was awarded to you by the State Highway Commission on May 9, 1941, for the Dean Creek-Parker Creek Section of the Umpqua Highway and County Roads in Douglas County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under section 6, page 15, of the Printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of [redacted] hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
MAY 13 1941
FOR FILING

10-4206

May 10, 1941

Mr. A. E. Wallace
Roseburg, Oregon

Dear Sir:

This is to advise you that the State Highway Commission on May 9, 1941, awarded you the contract for furnishing 22,700 cu. yds. crushed gravel in stock piles on the Dean Creek-Parker Creek Section of the Umpqua Highway, in Douglas County. This award was based on your low bid of $35,998.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert
C. E. Pearson

CONTRACT#2461

12-1113 Mt. Rest-Mt. Vernon & Butte Creek-
Service Creek Sec. Pendleton-John Day
2461 Beech Creek & John Day Hwys. 1941

12-1113

December 18th, 1941

RECEIVED
DEC 23 1941
FOR FILING

R

COST ANALYSIS - FINAL REPORT

John Day & Beach Creek Highways
Contract No. 2461

Mt. Rest-Mt. Vernon Section
Prefix 12-1113

J. C. Compton, Contractor
N. A. Toole, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Beach Creek Secondary Highway		*Mountain Rest-Mt. Vernon Section*			
Preparation of Base	$527.16	12.40 Miles	$42.51	$40.00	$496.00
Placing Aggregates	905.89	2,857.32 Tons	0.317	0.65	1,857.26
Hauling Aggregates	757.00	6,295.14 Ton Mi.	0.12	0.08	503.61
151-200 Asphalt in Place	4,817.61	182.60 Tons	26.38	28.50	5,204.10
John Day Highway		Butte Creek-Service Creek Section			
Preparation of Base	$556.67	13.48 Miles	$41.30	$40.00	$539.20
Placing Aggregates	908.93	2,747.20 Tons	0.33	0.65	1,785.68
Hauling Aggregates	946.15	7,710.68 Ton Mi.	0.12	0.08	615.74
151-200 Asphalt in Place	4,094.76	171.79 Tons	23.84	22.00	3,779.38
PA #1, Barrel 151-200 Asphalt	378.05	17.58	21.50	19.70	346.33
	$13,892.22				$15,127.30

Gross Revenue	$15,127.30
Total Cost	13,892.22
Net Profit	$1,235.08

Net Profit Equals 8.17% of Gross Revenue

NOTED
State Highway Engineer

Mt. Rest-Mt. Vernon & Butte Creek-Service Creek

Detail of Cost

Labor:

Supervision		$445.66	
Labor		2,244.87	
State Industrial Accident Insurance, Social Security & Unemployment Insurance		250.31	
			$2,940.84

Materials:

151-200 Asphalt	354.39 Tons at $8.52	3,017.86	
Freight on Asphalt	354.39 " " 10.70	3,794.00	
Demurrage on Asphalt		56.10	
			6,867.96

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$1,945.98	
Gas, Oil & Grease	1,090.50	
Small Tools, Supplies & Misc.	232.71	
Moving In	183.72	
Overhead Expense	159.74	
Bond	151.28	
Home Office	319.49	
		4,083.42
		$13,892.22

Breakdown of Oiling Costs

	Cost	Quantity	Unit Cost
Heat	$465.83	354.39 Tons	$1.314
Haul (Average = 80 Mi.)	1,009.73	" "	2.849
Spread	288.59	" "	0.814
Traffic Control	103.85	" "	0.293
Overhead & Proratable Exp.	684.34	" "	1.931
151-200 Asphalt	6,489.91	" "	18.313
	$9,042.25	354.39 Tons	$25.514

Breakdown of Mineral Aggregate Costs

Load	$377.41	5,604.02 Tons	$0.067
Spread	156.18	" "	0.028
Blade	465.54	" "	0.083
Roll	230.96	" "	0.041
Traffic Control	103.85	" "	0.019
Scales	64.05	" "	0.011
Overhead & Proratable Exp.	416.83	" "	0.074
	$1,814.82	5,604.02 Tons	$0.323

Mt. Rest-Mt. Vernon & Butte Cr.-Service Cr.

REMARKS:

This contract consisted of the construction of 25.63 miles of oil mat wearing surface (Type 0-30) on state highways in Grant and Wheeler counties, 12.53 miles on the Mt. Rest-Mt. Vernon Section and 13.10 miles on the Butte Creek-Service Creek Section. It was bid May 9th, 1941; work was started June 16th, and finished July 3rd.

Considerable patching was done, but preparation was finished in two days. The oil was shipped to Condon, where it was heated and hauled to both jobs, an average distance of 35 miles to the Mt. Rest-Mt. Vernon Section, 125 miles to the Butte Creek-Service Creek Section, or an average haul of 80 miles. Equipment used consisted of Retort, 5 - 1,000-gal. tenders, distributor, 6 - 4 cu. yd. trucks, 2 - 5 cu. yd. trucks, power broom, 2 - 10-ton rollers, 1 blade, 2 - ½ cu. yd. shovels and two sets of scales. Considerable uphill haul increased hauling costs and resulted in a small loss on haul.

This job was handled in a very efficient manner and a fair profit resulted.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
AUG [illegible] 1941
FOR FILING

R

12 - 1113

August 7, 1941

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2461 for work on the Mountain Rest-Mt. Vernon & Butte Creek-Service Creek Section of the Pendleton-John Day, Beech Creek and John Day Highways, in Grant and Wheeler Counties, has been completed by the contractor J. C. Compton, and that final settlement will be made on or after August 18, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $15,127.30, including final payment, and that no force account work was performed therein. This contract was completed on July 7, 1941, and accepted by the Commission on July 24, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
JUL 30 1941
FOR FILING

12-1113

July 29, 1941

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton, on contract No. 2461, covering work on the Mountain Rest-Mt. Vernon and Butte Creek-Service Creek Section of the Pendleton-John Day, Beech Creek and John Day Highways in Grant and Wheeler Counties. This payment, in the amount of $693.34, will be made on or after August 8, 1941. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MD

NOTED
D. ~. DeSart

Form E-1—5M—9-30

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

REPORT NO. 2

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 28, 1941

Section Mtn.Rest-Mt.Vernon, Butte Cr.-Service Cr.
Kind of work Oiling

Highway Pendleton - John Day, Beech Cr.Secondary & John Day
Section prefix 12-1113

Contractor J.C. Compton Co.
Contract number 2461

Date of contract May 9, 1941
Date of completion July 31, 1941

Date work started June 16, 1941
Estimated date of completion June 30, 1941

Amount of contract $ 14,635.20
Per cent of time elapsed 50 %

Estimated cost of completed project, exclusive of engineering $ 14,635.20

Per cent of contract completed, based on total contract price 90 %

Engineering cost to date, $ 500.00, 3.5 %
Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor placed oil from Station 470 to the south end of the project (Sta.711/72), covered with ¾ inch rock to Station 598. We ran out of ¾ inch rock so placed an 0-31 from Station 598 to Sta.711/72. Thwy placed all the ½ inch rock necessary and dusted from Station 0 to Sta.100 on Sunday.

We finished dusting the Butte Cr. Section on Monday and moved to Mt.Vernon. Tuesday they bladed and broomed the Mt. Vernon section. We did not oil today, unfavorable weather.

We started oiling on Wednesday at Mt. Vernon and completed the project on Saturday. There were no warm days during the oiling. We had difficulty getting the rock to stick to the oil and at present there is still lots of loose material. I am asking the contractor to maintain this section the entire two weeks stipulated, with the understanding that the maintenanse time will be shortened if the weather warms up so the oil will take the rock sooner.

RECEIVED
JUN 30
OFFICE OF
[illegible] ENGINEER

NOTED
VAN SCOY

Signed N A Toole

Address John Day, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				26.0 mi.	
Miles partially completed				26.0	
Miles completed				- 26.0	
Total estimated quantities				5200 Tons agg. 250 Tons Oil	
Estimated quantities moved or placed to date				5200 T Ons Agg 250 Tons Oil	
Average daily quantities				600 Tons Agg 60 " Oil	
Average daily quantities necessary to complete project on time				-	
Number shifts per day				1	
Hours per shift				8 to 12	
Average force on project for week				32	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					32		32
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 2, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers 2 sets scales, 9 trucks, retort, distributor, 5 transports

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Cloudy, light rains		8 hours.
Wednesday	Cloudy, ~~light rains~~		
Thursday	Cloudy		
Friday	Cloudy		
Saturday	Cloudy		

STATE PRINTING DEPT.

RECEIVED
JUN 3 1941
FOR FILING

12-1113

a

June 2, 1941

Mr. J. C. Compton
U. S. National Bank Building
McMinnville, Oregon

Dear Sir:

We are sending you today by express, for your records and files, a fully executed copy of each of the following contracts which were awarded by the State Highway Commission on May 8 and 9, 1941, respectively:

Contract No. [illegible] - Josephine County Line Section of the Pacific Highway, in Jackson County: Pavement widening and [illegible] filling

Contract No. 2461 - Mountain [illegible]-Mt. Vernon and Butte Creek-Service Creek Sections of Pendleton-John Day, Beech Creek Secondary and John Day Highways in Grant and Wheeler Counties - Oil Mat Wearing Surface.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

ME

NOTED
D. G. DeSart

RECEIVED
MAY 15 1941
FOR FILING

12-1113

May 14, 1941

Mr. J. C. Compton
U. S. National Bank
McMinnville, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2461, which was awarded to you by the State Highway Commission on May 9, 1941, for the Mountain Rest-Mt. Vernon and Butte Creek-Service Creek Sections of the Pendleton-John Day, Beech Creek Secondary and John Day Highways, in Grant and Wheeler Counties.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. G. DeSart

RECEIVED
MAY 13 1941
FOR FILING

12-1113

May 10, 1941

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

This is to advise you that the State Highway Commission on May 9, 1941, awarded you the contract for 25.63 miles oiling on the Mountain Rest-Mt. Vernon and Butte Creek-Service Creek Sections of the Pendleton-John Day, Beech Creek, and John Day Highways, in Grant and Wheeler Counties. This award was based on your low bid of $14,635.20 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert
O. E. Pearson

CONTRACT# 2462

113-1017 Hanley Lane Sec.
Frenchglen Secondary Hwy. 1941

2462

RECEIVED
OCT. [illegible] 1942
FOR FILE

113-1019

October 3, 1942

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2462, for work on the Hanley Lane Section of the Frenchglen Secondary Highway, in Harney County, has been completed by the contracting firm, Norris Brothers, and that final payment will be made on or after October 13, 1942, to the People's National Bank of Washington, Seattle, Washington, to which all moneys have been assigned.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $82,719.03, including final payment, of which $346.39 is for force account work.

This contract was completed on June 30, 1942, and accepted by the State Highway Commission on July 23, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

NOTED
A. L. MONSON

RS

RECEIVED
SEP 30 1942
FOR FILING

113-1017

Salem
September 29, 1942

Contract No. 2462

Mr. S. H. Probert:

We are attaching hereto one fully executed copy and two unexecuted copies of an agreement between Norris Brothers and the State of Oregon relative to the construction of the Hanley Lane Section of the Frenchglen Secondary Highway, in Harney County, Contract No. 2462.

These copies are for your records and files. Mr. Glaisyer has forwarded one fully executed copy to Norris Brothers and one copy to the surety on the bond.

C. B. McCullough

JM:CA

cc: H. G. Smith

FORM E-30 30M 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SALEM
September 28, 1942

Subject: Agreement with Norris Brothers
re contract No. 2462

To:

Mr. C. B. McCullough
Asst. Chief Engineer

I am handing you herewith one copy of the agreement between the State Highway Commission and Norris Brothers relative to the construction of the Hanley Lane Section of the Frenchglen Secondary Highway, in Harney County, contract No. 2462.

I have forwarded one fully executed copy of the agreement to Norris Brothers and one copy to the surety on the bond furnished by them in connection with this contract.

Secretary

am

File

RECEIVED
SEP 30 1942
FOR FILING

113-1017

September 28, 1942

Morris Brothers
1141 - 4th Avenue
Seattle, Washington

Gentlemen:

I am handing you herewith a fully executed copy of the agreement between yourself and the State Highway Commission relative to your contract with the Commission covering construction of the Hanley Lane Section of the Frenchglen Secondary Highway, in Harney County, contract No. 2462. This is for your records and files.

I am forwarding one fully executed copy of this agreement to the surety on the bond furnished by you in connection with this contract.

Very truly yours,

AM

Secretary

(Mr. Devers said bond need not be approved by Ins. Commissioner inasmuch as it is in reality a part of the contract)

September 28, 1942

United Pacific Insurance Company
J. Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

I am handing you herewith a fully executed copy of the agreement between Harris Brothers and the State Highway Commission covering Harris Brothers contract for construction of the Hanley Lane Section of the Frenchglen Secondary Highway, in Harney County, contract No. 2462. This is for your records and files.

Very truly yours,

Secretary

AM

OREGON
STATE HIGHWAY COMMISSION

SALEM
September 28, 1942

Agreement with Norris Brothers
re contract No. 2462

Mr. C. B. McCullough
Asst. Chief Engineer

I am handing you herewith one copy of the agreement between the State Highway Commission and Norris Brothers relative to the construction of the Hanley Lane Section of the Frenchglen Secondary Highway, in Harney County, contract No. 2462.

I have forwarded one fully executed copy of the agreement to Norris Brothers and one copy to the surety on the bond furnished by them in connection with this contract.

Secretary

sm

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

August 31, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Norris Brothers
Burlington, Washington

Gentlemen:

At the request of the Highway Commission I prepared an agreement which had to do with your contract with the State for highway construction on the Hanley Lane Section of the Frenchglen Secondary Highway in Harney County and on July 6th I sent to you for execution five copies, but have no reply from you. It may be that the mail went astray. Will you please let me know if you received the letter and the copies of the agreement and advise when the Commission may have the executed copies.

Yours very truly,

J. M. DEVERS

JMD:GM

cc Mr. H. B. Glaisyer ✓
Mr. S. N. Probert

REFERRED TO
Miss Munson
BY SECRETARY

Filed for agreements

Rhodes wants to know as
soon as agreement comes
back from Norris

FORM E-128X 20M 11-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

RECEIVED
SEP 15 1942

113-1017

September 12, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Morris, Lamoreux & Morris, Inc.
902 Hoge Building
Seattle, Washington

Attention: Mr. S. M. Morris

Gentlemen:

Complying with your request of September 10th, I am enclosing another set of four copies of the agreement which was sent to Morris Brothers some time ago but which seems to have been lost in the mail.

When these have been executed by the contractors and returned to this office, I will bring them to the attention of the Highway Commission for execution. If I may have them in time, I can have them executed by the Commission at its next meeting, which will be held in Portland on October 1st.

Yours very truly,

J. M. DEVERS

JMD:GM
Encls.
cc Mr. C. B. McCullough✓
Mr. H. B. Glaisyer

Cont. #2462 - Hardy Lane Section
Harney County.

TED
C. B. McCullough

RECEIVED
SEP 3 1942
FOR FILING

113-1017

September 2, 1942

United Pacific Insurance Company
Jo Stroyan
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Morris Bros. (assigned to the Peoples National Bank of Washington), on contract No. 2462, covering grading, surfacing and oiling on the Hanley Lane Section of the Frenchglen Secondary Highway, in Harney County.

This payment, in the amount of $4,801.35, will be made on or after September 12, 1942. The retained percentage is $2,061.51.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JUL 30 1942
FOR FILING

113-1017

July 29, 1942

Morris Brothers
1141 4th Avenue
Seattle, Washington

Gentlemen:

The Oregon State Highway Commission is in receipt of an assignment dated July 27, 1942, by which you have in writing assigned to the Peoples National Bank of Washington, 1414 Fourth Avenue, Seattle, Washington, all moneys due or to become due you in connection with your contract with the State of Oregon for grading, surfacing and oiling the Hanley Lane Section of the Frenchglen Secondary State Highway, in Harney County, Oregon, which contract is identified in the Highway Commission's files as State Highway Contract No. 2462.

The Oregon State Highway Commission will honor the foregoing assignment, but subject in all respects to the provisions of section 100 - 119, O. C. L. A., but the Commission reserves the right to refuse to honor the assignment with respect to any earned and unpaid funds at any time when in the judgment of the Commission the interests of the State or creditors of the said contractors who have an interest in the funds earned under said contract warrant such action. In other words, payment of any money under the assignment shall be controlled entirely by the provisions of said statute.

With the above understanding, we will be pleased to honor the above assignment and will instruct our auditor hereafter to mail warrants ~~to~~ of you in connection with this job direct to the assignee, Peoples National Bank of Washington, Seattle, Washington.

Very truly yours,

RBG:MM

Secretary

cc - Auditor: I attach hereto for your information three signed copies of the above mentioned assignment, together with a copy of a letter from the surety company consenting thereto. I have retained the original of the assignment and surety company's consent thereto for the Commission's records and files.

cc - United Pacific Insurance Co.
Exchange Building
Seattle, Washington

cc - Peoples National Bank of Washington
1414 FourthAvenue
Seattle, Washington

Attention: M. C. Geddes - As per request contained in the last paragraph of your letter of July 27, transmitting the above mentioned assignment form, I am returning to you herewith a copy of said letter on which I have acknowledged receipt of the assignment.

July 27, 1942

The Peoples National Bank of Washington
Seattle, Washington

Dear Sirs:

You have been requested by Norris Bros., a copartnership, holding Contract No. 2462, grading, surfacing and oiling Hanley Lane Section, Harney County, Frenchglen Secondary Highway, from the Oregon State Highway Commission, to make loans to said contractor in an aggregate principal amount not to exceed at any one time the sum of $15,000.00, and to take as security therefor an assignment of all monies due or to become due to said contractor from the Oregon State Highway Commission under said contract.

As the surety on the performance bond of said contractor, the undersigned is interested in said contractor obtaining said revolving credit from you, in consideration of which the undersigned hereby consents to an assignment by said contractor to you of all monies due or to become due said contractor from the Oregon State Highway Commission for work done on said contract, and hereby subordinates to your claim for full repayment of said revolving credit loan all claims to said monies that the undersigned now has, or may hereafter acquire, directly or by subrogation, arising out of the payment by the undersigned of claims for labor and material which said contractor has failed to pay.

This consent and subordination shall apply to all loans made by you to said contractor within said aggregate principal amount, and interest; and the repayment to you by said contractor, directly or by the application of said assigned amounts, of any part or all of said revolving credit shall not affect the validity of this consent and subordination as to any loans made by you to said contractor thereafter within said aggregate principal amount; but shall not be effective as to any further loans made by you to said contractor after receipt of written notice by you from the undersigned that no further loans will be covered by this consent and subordination.

The making of said loan, or loans, by you shall constitute an acceptance of this consent and subordination agreement and no notice to the undersigned will be necessary.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

By
Thomas G. Hammond, Attorney-in-Fact

MAIN OFFICE
PEOPLES NATIONAL BANK OF WASHINGTON
FOUNDED 1889
1414 FOURTH AVENUE
SEATTLE, WASHINGTON

July 27, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

In response to your letter of July 24, we have obtained the signature of Norris Brothers on the three assignment of claim forms (each in quadrupicate) together with letters of consent in triplicate by the Surety, United Pacific Insurance Company. These assignments from Norris Brothers to this bank cover the proceeds of the contracts No. 2462, 2515, and 2519.

Will you kindly place these assignments on file and acknowledge receipt thereof on the copy of this letter which is enclosed for that purpose.

Very truly yours,

M C Geddes
M. C. GEDDES
Assistant Cashier

MCG/ec

July 29, 1942

Gentlemen:

This is to acknowledge receipt of the assignments mentioned in the above letter.

H. B. Glaisyer, Secretary

ANSWERED
H. B. GLAISYER

RECEIVED
JUL 28 1942
STATE HIGHWAY COMMISSION

Form E-1-

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

Report No. 35

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 13, 1942

Section Hanley Lane

Kind of work Grading, Surf. & Oiling

Highway Frenchglen

Section prefix 113-1017

Contractor Norris Brothers

Contract number 2462

Date of contract May 9, 1941

Date of completion June 30, 1942

Date work started July 22, 1941

Estimated date of completion June 30, 1942

Amount of contract $ 74,332.00

Per cent of time elapsed 97.5 %

Estimated cost of completed project, exclusive of engineering $ 69,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 4400.00, 6.0 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor started Oiling on State Maintenance projects on Sunday, and completed Oiling on Thursday. An 0-30 and 0-31 Oil mat surface was placed on the following projects- MP. 124.52to MP. 127.00, MP. 132.18 to MP. 134.20 and MP. 144.75 to MP. 155.96 Central Oregon Highway, and North Alder Ave., North Alvord Ave. and West D Street (from North Alvord to North Broadway) in the City of Burns. The contractor maintained the surface for the remainder of the week and the State forces took it over. Approx. 150 tons of Oil was used. (50 tons 151-200 asphalt and 100 tons RC-3 asphalt) and 3000 CY of aggregate.

The surface placed from MP. 144.75 to MP. 155.96 was an 0-30 modified, covering the oil with pit run materials and blade covering.

The contractor bladed Hanley Lane before leaving and cleaned up around the depot and the projects.

RECEIVED
JUN 13 1942

NOTED

Signed M A Toole

Address John Day, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.47	8.47		8.54	Min. Agg.
Miles partially completed				1.5	
Miles completed	8.47	8.47	~~8.47~~	None	
Total estimated quantities	60,930 CY	45,170 CY	3000 CY	270 Tons	2900 CY
Estimated quantities moved or placed to date	60,930 CY	45,170 CY	3000 CY	30 Tons	300
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				20	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Harney COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4				12	4	20
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., 6 - 6 Yd. Trucks ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

R

RECEIVED
NOV 21 1941
FOR FILING

113-1017

October 27, 1941

Mr. F. B. Donaldson
Assistant Vice President
Peoples National Bank of Washington
1414 Fourth Avenue
Seattle, Washington

Dear Sir:

This acknowledges receipt of your letter of October 23 inclosing two assignments, in triplicate, of Morris Brothers whereby there is assigned to the Peoples National Bank of Washington moneys due Morris Brothers under Estimate No. 3 on state highway contract No. 2462 in the amount of $17,162.10, and Estimate No. 3, semi-final, owing to Morris Brothers in the amount of $18,241.24, under state highway contract No. 2487.

We shall be pleased to honor each of these assignments subject to the provisions of Section 100-119, G. C. L. A., and I am bringing the assignments to the attention of our auditor for his information in preparing the vouchers covering the above-mentioned payments.

As requested, the warrants will be mailed to the Peoples National Bank of Washington, attention Main Office, Note Department.

Very truly yours,

HBG:AM

Secretary

CC - Carl Smith

Mr. Smith: Mr. Devers has approved both of these assignments so will you please honor them in preparing the vouchers designated therein. I have not verified the amounts so if there is any discrepancy please let me know. The attached are two copies of each of these assignments. The original of each I have retained.

H. B. GL.

NOTED
D. . DeSart

copy filed on Contract No. 2487

REFERRED TO
W. DeSart
BY SECRETARY

attach assignment & inspection contracts

Subject to provisions of Sec. 100-119 O.C.L.A.

RECEIVED
24 1941

WASHINGTON

N

by Norris Brothers

e on Estimate No. 3,
, Prefix No.113-1017-
ey Lane, dated
od from September 10,

on Estimate
Contract No. 2487,
lle-Island City
dated October 15, 1941,
0, 1941 to October 7,

ese claims to us,

ours,

F. B. DONALDSON
Assistant Vice President

WKM:kg
encls.

RECEIVED
OCT 24 1941
[illegible] MMISSION

MAIN OFFICE
PEOPLES NATIONAL BANK OF WASHINGTON
FOUNDED 1889
1414 FOURTH AVENUE
SEATTLE, WASHINGTON

October 23, 1941

State of Oregon Highway Commission
SALEM, Oregon

Gentlemen:

We enclose two Assignments in triplicate by Norris Brothers in our favor as follows:

Assignment of claim for $17,162.10 due on Estimate No. 3, Oregon State Highway Contract No.2462, Prefix No.113-1017-201(46) in Frenchglen Secondary, Hanley Lane, dated October 14, 1941, and is for the period from September 10, 1941 to October 10, 1941; and

Assignment of claim for $18,241.24 due on Estimate No. 3 Semi Final, Oregon State Highway Contract No. 2487, Prefix No.231-1013-201(46) in Summerville-Island City County Road, West Ranch - Island City, dated October 15, 1941, and is for the period from September 10, 1941 to October 7, 1941.

Kindly mail the warrants in payment of these claims to us, Attention - Main Office, Note Department.

Very truly yours,

F. B. DONALDSON
Assistant Vice President

ACKNOWLEDGED
H B GLAISYER

WKM:kg
encls.

RECEIVED
JUN 3 1941
FOR FILING

113-1017

June 1, 1941.

[illegible] BROS.
Burlington, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. [illegible] which was awarded to you by the State Highway Commission on May 9, 1941, covering the grading and surfacing of the [illegible] Lane Section of the [illegible] Secondary Highway, in [illegible] County. We are also sending an executed copy to the surety on your bond.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. G DeSart

RECEIVED
MAY 15 1941
FOR FILING

113-1017

a

May 14, 1941

Norris Brothers
Burlington, Washington

Gentlemen:

We are sending you today by express four copies of contract No. 2462, which was awarded to you by the State Highway Commission on May 9, 1941, for grading, surfacing and oiling on the Hanley Lane Section of the Frenchglen Secondary Highway, in Harney County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
MAY 13 1941
FOR FILING

113-1017

May 10, 1941

Norris Bros.
Burlington, Washington

Gentlemen:

This is to advise you that the State Highway Commission on May 9, 1941, awarded you the contract for 8.5 miles grading, surfacing and oiling on the Hanley Lane Section of the Frenchglen Secondary Highway, in Harney County. This award was based on your low bid of $74,332.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. E. Probert
G. S. Paxson

CONTRACT# [redacted] 2463

130-1016 Pendleton Airport Hwy. Sec.
Airport Secondary Hwy. 1941

2463

RECEIVED
FEB 26 1942
FOR FILING

130-1016

February 26, 1942

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2463 for work on the Pendleton Airport Section of the Airport Secondary Highway, in Umatilla County, has been completed by the contractor, C. E. Oneal, and that final settlement will be made on or after March 9, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $50,102.49, including final payment, and that no force account work was performed therein. This contract was completed on October 11, 1941, and accepted by the Commission February 13, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

[illegible]

Secretary

D. DeSart

RECEIVED
FEB 24 1942
FOR FILING

130-1016

February 21, 1942

Mr. C. E. Oneal
209 Elliot
Ellensburg, Washington

Dear Sir:

The State Highway Commission, at its meeting on February 13, 1942, granted you the extension of time requested from August 15 to October 15, 1941, without penalty, in connection with contract No. 2463 for grading, surfacing and construction of bituminous macadam on the Pendleton Airport Section of the Airport Secondary Highway, in Umatilla County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - Paul Van Scoy

R

Form E-1—5M—6-41

OREGON STATE HIGHWAY COMMISSION

#26.

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 13, 1941

Section Pendleton Airport Highway

Kind of work Grading, Surfacing & Bit. Mac.

Highway Pendleton Airport Secondary

Section prefix 130-1016

Contractor C. E. Oneal

Contract number 2463

Date of contract May 9, 1941

Date of completion August 15, 1941

Date work started May 23, 1941

Estimated date of completion October 11, 1941

Amount of contract $ 53,885.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 56,040.40

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3775., 117. %

Date project was completed October 11, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Survey party making survey for and staking out approach roads to the Air Base.

Also, party has been surveying quarry sites on the Boardman - Stanfield Highway.

NOTED
H. N. HACKETT

NOTED
Y WEBBER

DEC 15 1941

NOTED
L. C. SMITH

NOTED
E. M. [illegible]

Signed L. R. Chandler

Address Pendleton, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAV[illegible]
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	Cloudy		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
[illegible]
FOR FILING

13a-2016

R

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON
DECEMBER 10, 1941

MR. PAUL VAN SCOY
STATE HIGHWAY DEPARTMENT
LA GRANDE, OREGON

CHANGES AT PENDLETON AIR BASE SECONDARY NUMBER THREE THIRTY SIX AUTHORIZED. PROCEED WITH THE WORK AT ONCE SUBMITTING STATE FORCE ORDER TO COVER. SEE SMITHS LETTER OF DECEMBER NINTH.

C. B. McCULLOUGH

file

RECEIVED
DEC - 4 1941
FOR FILING

R

130-1016

December 3, 1941

United Pacific Insurance Company
Jo Stroyan
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to G. K. Oneal, on contract No. 2463, covering grading, surfacing and bituminous macadam on the Pendleton Airport Section of the Pendleton Airport Secondary State Highway in Umatilla County.

This payment, in the amount of $2,813.17, will be made on or after December 13, 1941. The retained percentage is $1,502.50.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
JUL 2 1941
FOR FILING

130-1016

July 2, 1941

Union Oil Company of California
Chronicle Building
Spokane, Washington

Gentlemen:

This will acknowledge receipt of your letter of June 30th and advise that Contract No. 2463 for grading, surfacing and bituminous macadam construction on the Pendleton Airport Highway Section of the Pendleton Airport Secondary Highway, Umatilla County, was awarded to C. E. Omeal, 209 Elliot Street, Ellensburg, Washington, on May 9, 1941.

This contract was in the amount of $53,985.00 and was bonded by the United Pacific Insurance Company through its resident agent Jo Stroyan, Board of Trade Building, Portland, Oregon. Work thereon is scheduled for completion on August 15, 1941.

Yours very truly,

Secretary

DGD:OA

NOTED
D. G. DeSart

Union Oil Company of California

CHRONICLE BUILDING
SPOKANE, WASHINGTON

RECEIVED
JUL 1 - 1941
STATE HIGHWAY COMMISSION

June 30, 1941

Oregon State Highway Commission
Salem
Oregon

Re: C. E. O'Neal
Ellensburg, Washington
State of Oregon Job #2463
Air Base Road
Pendleton, Oregon

Gentlemen:

We have been informed that C. E. O'Neal has been awarded a contract for work on the air base road at Pendleton, Oregon, known as Oregon #2463.

Will you kindly confirm this information and if your records show it, will you inform us the amount of this contract, the amount of the bond, and the name of the bonding company and the bonding company's address.

Enclosed you will find a business reply envelope enclosed for your convenience in mailing.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. FAHAY
District Credit Supervisor

ESC:JB

By

Encl.

a

RECEIVED
JUN 3 1941
FOR FILING

130-1016

June 2, 1941

Mr. C. E. [illegible]
809 Elliott Street
Ellensburg, Washington

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2463 which was awarded to you by the State Highway Commission on May 9, 1941, covering the grading, surfacing, and bituminous macadamizing of the Pendleton Airport Highway Section of the Pendleton Airport Secondary Highway, in Umatilla County. We are also sending an executed copy to the surety on your bond.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. G. DeSart

a

RECEIVED
MAY 15 1941
FOR FILING

130-1016

May 14, 1941

Mr. C. E. Oneal
209 Elliot Street
Ellensburg, Wash.

Dear Sir:

We are sending you today by express four copies of contract No. 2463, which was awarded to you by the State Highway Commission on May 9, 1941, for the Pendleton Airport Section of the Pendleton Airport Secondary Highway, in Umatilla County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the Printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. G. DeSart

RECEIVED
MAY 13 1941
FOR FIL

130-1016

May 10, 1941

Mr. C. E. Oneal
209 Elliott St.
Ellensburg, Washington

Gentlemen:

This is to advise you that the State Highway Commission on May 9, 1941, awarded you the contract for 1.42 miles grading, surfacing and bituminous macadam on the Pendleton Airport Highway Section of the Airport Secondary Highway, in Umatilla County. This award was based on your low bid of $53,885.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert
C. E. Paxson

CONTRACT# [redacted] 2464

34-1037 West Dairy Creek Bridge
Wolf Creek Highway

2464 1941

RECEIVED
NOV 14 1941
FOR FILING

34-1087

R

November 13, 1941

Columbia Casualty Company
Ethel M. Johnston, Agent
800 Sheridan Street
Newberg, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2464 for construction of a bridge over West Dairy Creek on the Wolf Creek Highway, in Washington County, has been completed by the contractor, J. F. Johnston, and that final settlement will be made on or after November 24, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $7,687.85, including final payment, and that no force account work was performed therein. This contract was completed on October 31, 1941, and accepted by the Commission November 6, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. C. DeSart

RECEIVED
JUN 14 1941
FOR FILING

31-1037.

June 12, 1941

[illegible]
Columbia Casualty Company
Ethel E. Johnston, Resident Agent
Newberg, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2464, which was awarded to J. F. Johnston, by the State Highway Commission, on May 9, 1941, covering construction of the West Dairy Creek Bridge, in Washington County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
JUN 14 1941
FOR FILING

34-1027

June 12, 1941

Mr. J. F. Johnston
800 Sheridan St.
Newberg, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2464, which was awarded to you on May 9, 1941, by the State Highway Commission, covering the West Dairy Creek Bridge Section of the Wolf Creek Highway, in Washington County. This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

a

RECEIVED
MAY 16 1941
STATE HIGHWAY COMMISSION

RECEIVED
MAY 19 1941
FOR FILING

34-1037

COLUMBIA CASUALTY COMPANY

JAS. McI. WOOD, WEST & CO.
GENERAL AGENTS
625 FAILING BUILDING
PORTLAND, OREGON

PACIFIC DEPARTMENT
SAN FRANCISCO, CALIFORNIA

May 15th 1941.

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

We are forwarding to you today, by express, four copies of contract bond which we have executed on behalf Mr. J. F. Johnston, of Newberg, in connection with contract awarded to him for the construction of West Dairy Creek Bridge in Washington County, amount of contract and bond $7,982.25.

Very truly yours,

JAS. McI. WOOD WEST & CO.

BY M Shearer

MS.

CC:Mr. Johnston

RECEIVED
MAY 17 1941
FOR FILING

34-1037

a

May 15, 1941

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

This will acknowledge receipt of four copies of your contract No. 2464, for construction of the West Dairy Creek Bridge, which have been executed by yourself and your surety with the exception of witnesses to your signature.

We are returning these contracts to you by express, and ask that you have your signature witnessed and return them to this office at your earliest convenience.

We also wish to call your attention to the fact that the contracts have been torn apart, that is, the staples removed, in order that the "Bond to Accompany Contract" might be filled in with a typewriter.

We must ask that these contracts be left intact, and that the bond be filled in with pen and ink, if rubber stamps are not available.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. G. DeSart

RECEIVED
MAY 14 1941
FOR FILING

34-1037

May 13, 1941.

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2464 which was awarded to you by the State Highway Commission on May 9, 1941, covering the West Dairy Creek Bridge, in Washington County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

RECEIVED
MAY 13 1941
FOR FILING

84-1037

May 10, 1941

Mr. J. F. Johnston
Newberg, Oregon

Dear Sir:

This is to advise you that the State Highway Commission on May 9, 1941, awarded you the contract for construction of the West Dairy Creek Bridge on the Wolf Creek Highway, in Washington County. This award was based on your low bid of $7,982.25 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - R. H. Probert
G. S. Paxson

CONTRACT#2465

19-1025 Klamath Falls. Installation of
flexible prog. traffic signal system

2465

1941

RECEIVED
MAY 7 1942
FOR FILING

18-4025

May 6, 1942

Trowbridge and Flynn Electric Co.
214 West Main Street
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on April 2, 1942, granted you the extension of time requested, from October 31, 1941, to February 2, 1942, without penalty, in connection with contract No. 2465 for installation of a traffic signal system in the city of Klamath Falls, Klamath County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH
cc - R. H. Chandler

RECEIVED
APR 11 1942
FOR FILING

18-1025

April 11, 1942

United States Fidelity & Guaranty Co.
Daniels-Robinson Insurance Agency
U. S. National Bank Building
Medford, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2465 for work on the traffic signal system in the City of Klamath Falls, Klamath County, has been completed by the contractor, Trowbridge and Flynn Electric Company, and that final settlement will be made on or after April 21, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $15,548.52, including final payment, and that no force account work was performed therein. This contract was completed on February 2, 1942, and accepted by the Commission April 2, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. G. DeSart

RECEIVED
JAN 20 1942
FOR FILING

18-1025

R

January 19, 1942

G. Q. D'Albini & L. J. Knox
Auditors
Medical-Dental Building
Klamath Falls, Oregon

Gentlemen:

I have just received a letter from Ruth O. Bathiany, City Treasurer, Klamath Falls, requesting that I advise you as to the disposition made by the State Highway Commission of the deposit submitted by the City of Klamath Falls to help defray the cost of the traffic signal system recently installed.

The records disclose that the city forwarded $9,700 to the State Highway Commission. This has been placed in our advance deposit fund with the State Treasurer. When the contract for the signal system is completed this will be transferred to the general state highway fund.

In the event the audit of the account shows the city's share of this undertaking to be less than the amount of the deposit, the difference will be refunded to the city in accordance with previous understanding and agreement.

I am informed by our Traffic Engineer that the contract is now complete with the exception of two or three small items and it is anticipated that these will be cleared up in the not distant future. Whether or not there will be a refund made to the city after the job has been completed and accepted cannot be determined until that time.

I trust this is the information you desire.

Very truly yours,

Secretary

H G:AM

cc - Ruth O. Bathiany
City Treasurer
Klamath Falls, Oregon

7500 -
700
1500
9700.00

Advance Fund

[illegible] done - in c [illegible]
[illegible]
[illegible] final.

JOHN H. HOUSTON
Mayor

D. E. VAN VACTOR
City Attorney

E. A. THOMAS
City Engineer

KEITH K. AMBROSE
Fire Chief

RUTH O. BATHIANY
City Treasurer

COUNCILMEN

A. H. BUSSMAN
First Ward

J. J. KELLER
Second Ward

HARVEY C. MARTIN
Third Ward

WALTER E. WIESENDANGER
Fourth Ward

ROLLIN A. CANTRALL
Fifth Ward

City of Klamath Falls

KLAMATH FALLS, OREGON

JAN 19 1942
STATE

January 16, 1942

e Highway Commission
gon

nection with an annual audit of the af-
e City of Klamath Falls, will you advise
auditors, G. C. D'Albini and L. J. Knox,
position that you have made of the money deposited with you in connection with the city's traffic signal system, giving such details as your records disclose.

A stamped, addressed envelope is enclosed for your convenience.

Very truly yours,

CITY OF KLAMATH FALLS

Ruth O. Bathiany

Ruth O. Bathiany
City Treasurer

ROB:r
encl.

ANSWERED
H. B. GLAISYER

L. M. ACKERMAN
Police Judge

FRANK HAMM
Chief of Police

JOHN H. HOUSTON
Mayor

D. E. VAN VACTOR
City Attorney

E. A. THOMAS
City Engineer

KEITH K. AMBROSE
Fire Chief

RUTH O. BATHIANY
City Treasurer

DEPARTMENT HEADS

DR. GEORGE D. MASSEY, Jr., M. D.
City Health Officer

O. D. MATTHEWS
Plumbing Inspector

HAROLD T. FRANEY
Building Inspector

J. M. WAUCHOPE
Electrical Inspector

DAVID BRIDGE
Juvenile Recreation

DR. J. C. HUNT
Dairy and Meat Inspector

COUNCILMEN

A. H. BUSSMAN
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Second Ward

HARVEY C. MARTIN
Third Ward

WALTER E. WIESENDANGER
Fourth Ward

HOLLIN A. CANTRALL
Fifth Ward

City of Klamath Falls

KLAMATH FALLS, OREGON

RECEIVED
JAN 19 1942
STATE HIGHWAY COMMISSION

January 16, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In connection with an annual audit of the affairs of the City of Klamath Falls, will you advise the city's auditors, G. C. D'Albini and L. J. Knox, of the disposition that you have made of the money deposited with you in connection with the city's traffic signal system, giving such details as your records disclose.

A stamped, addressed envelope is enclosed for your convenience.

Very truly yours,

CITY OF KLAMATH FALLS

Ruth O. Bathiany

Ruth O. Bathiany
City Treasurer

ROB:r
encl.

ANSWERED
H. B. GLAISYER

R

RECEIVED
JAN 15 1942
FOR FILING

18-1025

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

January 12, 1942

Subject:

To:

C. B. McCullough

NOTED
C. B. McCullough

In connection with the Klamath Falls signal job, the contractor was unable to get delivery on his service cable in time and rather than hold up the job longer, we agreed to a substitution with an adjustment in price in our favor.

The cable originally ordered has since been received and the contractor is willing to sell it at cost ($92.00 per M). He has slightly over one thousand feet of it.

Inasmuch as we can use this cable and will have difficulty in obtaining it elsewhere, I would like authority to purchase it from the contractor. Will you please advise.

John Beakey
Traffic Engineer

JB:VC

Note:
Phoned John B. to cover this
in price agreement 1/14/42
CBMcC

Form E-1—3M—8-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 3 1942, 19

Section City of Klamath Falls

Kind of work Traffic Signal Systems

Highway # 97 and # 66

Section prefix 18-1025

Contractor Trowbridge &Flynn Electric Co

Contract number 2465

Date of contract May 8 1941, 19

Date of completion October 31 1941, 19

Date work started July 15 1941, 19

Estimated date of completion January 15 1942, 19

Amount of contract $ 15703100

Per cent of time elapsed 136 %

Estimated cost of completed project, exclusive of engineering $ 15763.00

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date, $ 350.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

With the exception of a couple of items that yet to be adjusted, all work on this project was completed last Monday.

The work left to be done consists of water-proofing the base of the pole on the northeast corner of 7th and Main and the guying of the same. The water-proofing will have to wait for more favorable weather - it is too cold now. The Traffic Engineer advised that the guying of the pole would probably have to be done by force account or by state forces and that he would take care of arrangements for same soon after the holidays - just past.

In addition to the above work, the contractor is to furnish the State with one "Wait-Walk" signal head to replace the one broken on the corner of 11th and Main. Same to be turned over to the city for a "Spare", for maintenance.

Until the above work has been performed and materials furnished, I intend to withhold the semi-final estimate and this will be the last weekly report until some of the above has been taken care of.

NOTED BY WEBBER

JAN 5 - 1942

Signed J.B. Weaver

Address Klamath Falls Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
SEP 4 1941
FOR FILING

18-1025

September 3, 1941

Mr. Henry E. Perkins,
Attorney at Law
Federal Savings & Loan Bldg.,
Klamath Falls, Oregon

Cross Referenced To
Adm.
Insurance
Public Liability

Dear Mr. Perkins:

Receipt is acknowledged of the carbon copy of your letter of August 26, addressed to Trowbridge & Flynn, contractors, Medford, Oregon.

This communication has reference to a certain accident which resulted from the contractor's operations, and, in order that you may be fully informed in the premises, I am attaching hereto an extract from the general provisions of the specifications and contract agreement for this work. This clause is entitled "Responsibility for Damages" and will be found on Page 17 of our Standard Specifications, issue of September 15, 1940.

As above stated, these are the specifications under which this work was let.

The bond which accompanies this contract, and which, in this case, was executed by the United States Fidelity & Guaranty Company, contains provision as shown on page 2 attached.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

CBM:MC

encl.

REFERRED TO Mc Farlane
By Asst. State Highway Engineer

Lets get the contract for the work and see what kind of a "hold harmless" clause we have

Gentlemen:

Under a contract you have with the State Highway Commission you are installing stop and go signs in Klamath Falls, Oregon. Recently you did certain excavating in connection with that contract. When you filled the parts which you had excavated you neglected to bring the fill level with the surface of the rest of the street at certain points. At the intersection of Main & Sixth Streets and on the crossing to the northeast, which is the crossing from Rudy's Mens Shop to The First National Bank over Main Street, you left a hole several inches deep in the pedestrian's lane about 18 inches from the sidewalk carb on the east side of the street.

On the night of August 20 about 9:00 o'clock, or a few minutes thereafter, I stepped into this hole injuring my ankle severely. Dr. L. L. Truax is my physician and the x-rays were read by Dr. J.M. Hilton; they show a fracture in the ankle joint. I am informed by Dr. Truax that it will be about two months before the ankle entirely recovers. Inasmuch as this was negligence on your part, I am going to hold you responsible for damages. I have not yet determined whether the State Highway Commission can be held, but at this time I rather doubt it. I have met up with their contracts in other cases and am in a general way familiar therewith. I know that all their contracts make the contractor responsible for any injuries occurring through the contractors fault.

Unless I hear from you on or before ten days from September first, I will feel at liberty to bring an action at law to adjust this matter. As a matter of your own protection, you should have this place fixed immediately. I was informed by another businessman that he knew of three other people who had fallen because of this hole; I happen to be the only one who received any injury, according to his statement.

HENRY E. PERKINS
ATTORNEY AT LAW
FEDERAL SAVINGS & LOAN BLDG.
KLAMATH FALLS, OREGON

August 26, 1941

[illegible] 27 1941

Trowbridge & Flynn,
Contractors,
Medford, Oregon.

Gentlemen:

Under a contract you have with the State Highway Commission you are installing stop and go signs in Klamath Falls, Oregon. Recently you did certain excavating in connection with that contract. When you filled the parts which you had excavated you neglected to bring the fill level with the surface of the rest of the street at certain points. At the intersection of Main & Sixth Streets and on the crossing to the northeast, which is the crossing from Rudy's Mens Shop to The First National Bank over Main Street, you left a hole several inches deep in the pedestrian's lane about 18 inches from the sidewalk curb on the east side of the street.

On the night of August 20 about 9:00 o'clock, or a few minutes thereafter, I stepped into this hole injuring my ankle severely. Dr. L. L. Truax is my physician and the x-rays were read by Dr. J.M. Hilton; they show a fracture in the ankle joint. I am informed by Dr. Truax that it will be about two months before the ankle entirely recovers. Inasmuch as this was negligence on your part, I am going to hold you responsible for damages. I have not yet determined whether the State Highway Commission can be held, but at this time I rather doubt it. I have met up with their contracts in other cases and am in a general way familiar therewith. I know that all their contracts make the contractor responsible for any injuries occurring through the contractors fault.

Unless I hear from you on or before ten days from September first, I will feel at liberty to bring an action at law to adjust this matter. As a matter of your own protection, you should have this place fixed immediately. I was informed by another businessman that he knew of three other people who had fallen because of this hole; I happen to be the only one who received any injury, according to his statement.

So that the Highway Commission may be informed I am sending it a copy of this letter.

Very truly yours,

Henry E. Perkins

HEP:b

a

RECEIVED
MAY 26 1941
FOR FILING

18-1025

May 23, 1941.

c 9 A593

Mr. B. E. Van Vactor
City Attorney
Klamath Falls, Oregon

Dear Sir:

We are returning to you herewith one fully executed copy of agreement entered into between the City of Klamath Falls and the State Highway Department for the erection and maintenance of traffic control signals at the following intersections in your City:

Sixth and Klamath Streets
Sixth and Main Streets
Seventh and Main Streets
Eighth and Main Streets
Ninth and Main Streets
Tenth and Main Streets
Eleventh and Main Streets
Sixth and Pine Streets
So. Sixth and E. Main Sts.

To supplement the agreement we are also enclosing copy of our letter to you under date of May 20, 1941, and your acknowledgment of May 22, 1941.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

cc Mr. H. B. Glaisyer, Secretary
Mr. J. H. Bishop, Maintenance Engineer – 3 copies agreement
Mr. John Beakey, Traffic Engineer — 1 " "
Mr. J. M. Devers, Attorney

RECEIVED
[illegible]

3 copies

May 22nd, 1941

State Highway Commission
Salem, Oregon

Attention: Mr. C. B. McCullough, Ass't
Chief Engineer

Gentlemen:

In confirmation of your letter of May 20th, 1941, relating to elimination of certain paragraphs in the agreements between the City of Klamath Falls, Oregon, and the State of Oregon, by and through its State Highway Commission, this is to advise that rather than to re-draft the agreements to eliminate the paragraphs relating to the City of Klamath Falls contributing any sum in excess of $9700.00 for the City's share in the installation of a signal system, it is agreed that there will be no charge to the City of Klamath Falls in excess of the sum of $9700.00 now on deposit with the Commission, and in the event the City's proportionate cost is less than $9700.00, the overplus shall be remitted to the City of Klamath Falls upon completion of the work.

I believe this agrees with your letter, and we are therefore accordingly inclosing herewith the agreements properly signed.

Thanking you for your cooperation in this matter, and assuring you of the cooperation of the City of Klamath Falls, we are,

Very truly yours,

CITY OF KLAMATH FALLS, OREGON

By ______________________
City Attorney

dev/dp

cc: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

RECEIVED
MAY 21 1941
FOR FILING

18-1025

May 21, 1941

Trowbridge & Flynn Electric Co.
214 West Main Street
Medford, Oregon

Dear Sirs:

We are sending you today by express a fully executed copy of Contract No. 2465 which was awarded to you on May 8, 1941, by the State Highway Commission covering installation of the Traffic Signal System in Klamath Falls, Klamath County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

We wish to call your attention to the fact that we have lettered your firm name above your signature on both the contract agreement and the bond to accompany contract. Since you bid under the firm name, this same name should have been written, stamped or typed in the manner that we have used in this copy.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:OA

NOTED
D. G. DeSart

RECEIVED
MAY 22 1941
FOR FILING

18-1025

a

3 copies

May 20, 1941.

Mr. D. E. Van Vactor
City Attorney
Klamath Falls, Oregon

Dear Mr. Van Vactor:

Receipt is acknowledged of your communication of May 13, addressed to Mr. Glaisyer, and having reference to the agreements covering the cooperative installation of traffic signals in your city, which agreement was recently sent you for signature by the city officials.

You are entirely correct in your assumption that the amount which your city has placed on deposit with us ($9700) will be ample to cover your proportionate share of the cost, with the possibility — in fact the probability — of some refund being made to the City after the completion of the work.

We are also inclined to agree that in view of the low bid received, it would be entirely proper to delete from the agreement those paragraphs which bind the City to contribute any sum in excess of $9700. If you feel that it is necessary to have these agreements revised, we will be glad to modify them in accordance with your request, or, if you prefer, you can sign them and accompany them with a letter to the effect that it is your understanding that the City will not be billed for any sum in excess of that already on deposit. This latter procedure will simply save a little time and the work of redrafting the agreement; however, this office is perfectly willing to handle it either way you elect. I can assure you that in no event will you be billed for any sum in excess of that now on deposit.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

CBM:AP
cc Mr. H. B. Glaisyer

CKERMAN
Police Judge

FRANK HAMM
Chief of Police

JOHN H. HOUSTON
Mayor

D. E. VAN VACTOR
City Attorney

E. A. THOMAS
City Engineer

KEITH K. AMBROSE
Fire Chief

RUTH O. BATHIANY
City Treasurer

DEPARTMENT HEADS
DR. GEORGE D. MASSEY, Jr., M. D.
City Health Officer
O. D. MATTHEWS
Plumbing Inspector
HAROLD T. FRANEY
Building Inspector
J. M. WAUCHOPE
Electrical Inspector
DAVID BRIDGE
Juvenile Recreation
DR. J. C. HUNT
Dairy and Meat Inspector

City of Klamath Falls
KLAMATH FALLS, OREGON

COUNCILMEN
A. H. BUSSMAN
First Ward
J. J. KELLER
Second Ward
HARVEY C. MARTIN
Third Ward
WALTER E. WIESENDANGER
Fourth Ward
ROLLIN A. CANTRALL
Fifth Ward

May 13th, 1941

REFERRED TO Mr Baldock
By Asst. State Highway Engineer

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Mr. L. M. Ackerman, Police Judge of this City, has handed me the agreements contained in your letter of May 12th, 1941, which were returned for signature by the City Officials.

As you will probably recall, in May of 1940, there was a one mill levy voted on by the people of Klamath Falls, Oregon, to raise a sum of money to assist the Highway Department in financing the installation of traffic signals at various locations in the City of Klamath Falls. This levy, based upon the assessed valuation of property, would produce a sum of approximately $9700.00, which at the time of the election, was understood to be a sufficient amount to take care of the City's share.

I note that on the agreements above referred to, that the original month appears to be October, 1940. This has been crossed out, and the month May, 1941, entered, which would indicate to me that the agreements were prepared during the month of October, 1940, upon facts and circumstances which appeared at that time. About the time these agreements were first received by the City, which was on or about the 9th or 10th of May, 1941, it appears that bids were received and opened, and subsequent thereto, the bid was let to the bidder for the sum of $15700.00. As I interpret the agreement, it seems that the estimated amount was approximately $16858.92, and therefore, the amount of the bid was less than the estimated cost. Now that the bid has been received and awarded for the sum of $15700.00 the amount placed by the City of Klamath Falls with the Commission, of $9700.00, should appear to be more than enough to cover the City's proportionate share of the cost. Directing your attention to Paragraph I "General Conditions and Obligations", and subsequent paragraphs, we note that the agreement binds the City to contribute any additional sum over $9700.00, should the City's share exceed

Mr Baldock
BY SECRETARY

this amount. It would appear at this time there is no necessity for including in the agreement any reference to further sums of money to be contributed by the City, particularly for the following reasons:

1. That the amount of the bid, of $15700.00, would indicate that the City's share of cost is amply covered by the $9700.00 now on deposit with the Commission, with the possibility of some refund being made to the City after the work is completed.

2. That the amount voted by the people of the City of Klamath Falls for the cost in connection with the installation and payment by the City of its share for the traffic signals, does not exceed the sum of $9700.00, and no further sums have been authorized by the voters, nor does the City have any available funds upon which to draw for this purpose.

It would appear that there is a serious legal question involved as to whether or not the City would have the authority to use funds from any other fund for this purpose, especially where the voters have authorized a certain amount to be expended for this purpose.

There does not seem to be any serious objection to the agreement, other than the fact that the agreement, as it is now written, binds the City of Klamath Falls to contribute additional sums over and above what have been authorized by the voters of the City; and as I understand the situation, there is no necessity for additional sums, in view of the fact the bid has been awarded for $15700.00 and the amount now placed with the Commission by the City should be more than enough to pay the City's proportionate share.

If it should develop that the additional money is required it will be necessary to eliminate certain installations in order to cut down the City's share and bring the cost within the amount available.

I notice in previous correspondence that it has been the City's attitude and position that the sum of $9700.00 is all the money that is available and can be devoted for the City's share of traffic signal installation, and I am sure that the City feels that it is not in position to contribute any further money to this project.

It has been suggested that this agreement be revised to eliminate any paragraphs or sections which obligate the City of Klamath Falls to contribute any additional sums over and above $9700.00.

Will you kindly advise.

Very truly yours,

D E Van Vactor

D. E. Van Vactor p.
City Attorney

dev/dp

RECEIVED
MAY 15 1941
FOR FILING

18-1025

May 14, 1941

Trowbridge & Flynn Electric Co.
214 West Main Street
Medford, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2465, which was awarded to you by the State Highway Commission on May 8, 1941, for the Traffic Signal System in the City of Klamath Falls, in Klamath County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the Printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JUL 14 1941
FOR FILING

18-1025

2

May 12, 1941

Mr. L. M. Ackerman
Police Judge
Klamath Falls, Oregon

Dear Sir:

As requested I am handing you, herewith, five copies of the agreement between the City of Klamath Falls and the State Highway Commission, relative to the Klamath Falls street signal system. We had previously noticed that these had not been signed by the Mayor and City Recorder.

When signed, will you kindly return all copies to me for further handling.

Very truly yours,

Secretary

HBG:RS
encl. 5

M. ACKERMAN
Police Judge

FRANK HAMM
Chief of Police

JOHN H. HOUSTON
Mayor

D. E. VAN VACTOR
City Attorney

E. A. THOMAS
City Engineer

KEITH K. AMBROSE
Fire Chief

RUTH O. BATHIANY
City Treasurer

DEPARTMENT HEADS

DR. GEORGE D. MASSEY, Jr., M. D.
City Health Officer

O. D. MATTHEWS
Plumbing Inspector

HAROLD T. FRANEY
Building Inspector

J. M. WAUCHOPE
Electrical Inspector

DAVID BRIDGE
Juvenile Recreation

DR. J. C. HUNT
Dairy and Meat Inspector

COUNCILMEN

A. H. BUSSMAN
First Ward

J. [illegible] KELLER
Second Ward

HARVEY C. MARTIN
Third Ward

WALTER E. WIESENDANGER
Fourth Ward

ROLLIN A. CANTRALL
Fifth Ward

City of Klamath Falls

KLAMATH FALLS, OREGON

RECEIVED
MAY 12 1941
OREGON
STATE HIGHWAY COMMISSION

May 9th, 1941

Mr. R. H. Baldock, Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Through error papers covering agreement for the Klamath Falls Street Signal System were sent to you without proper signatures. If you will return them to us, we will be pleased to have them signed and returned to you.

We are very sorry for this oversight on our part, and trust you will not be inconvenienced.

Very truly yours,

L. M. Ackerman

L. M. ACKERMAN
Police Judge

p

ANSWERED
H. B. GLAISYER

(Address all Departments care of City Hall)

RECEIVED
MAY 13 1941
FOR FILING

18-1025

May 10, 1941

Trowbridge & Flynn Electric Co.
Medford, Oregon

Gentlemen:

This is to advise you that the State Highway Commission on May 8, 1941, awarded you the contract for installation of a flexible progressive traffic signal system in the city of Klamath Falls. This award was based on your low bid of $15,703.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert
G. S. Paxson

18-1025

April 11, 1941

Mayor John H. Houston
City of Klamath Falls
Klamath Falls, Oregon

Dear Mayor Houston:

This will acknowledge receipt of your letter of April 10 submitting check #1369 in the sum of $1500 from the City of Klamath Falls, representing additional funds for the traffic signal system to be installed in the City of Klamath Falls.

Our records show that you now have, including the above mentioned check, a total of $9,700 deposited with the State Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

WCC:de
cc——Mr. J. Beakey

RECORDED
Date 4/11/41
By
Delivered to

RECEIVED
MAR 26 1941
FOR FILING

18-1025

March 22, 1941

Mr. John Houston
Mayor
Klamath Falls, Oregon

Dear Mr. Houston:

I refer to Mr. Glaisyer's letter of March 3, addressed to your City Engineer, Mr. E. A. Thomas, in which letter Mr. Glaisyer advised that we were planning to receive bids for the traffic signal project in Klamath Falls, at the Highway Commission meeting scheduled for April 3 and 4.

Due to pressure of other matters, our Traffic Engineer has been unable to work out the revisions in plans that are necessary to bring the project within the amount available for it, and to fully develop the cooperative financial arrangements involved, in time to make the receiving of bids on April 3 or 4 advisable. We are, therefore, postponing the receiving of bids until the next subsequent letting, which letting is to be on May 8 and 9.

The postponing of the bidding to May 8 or 9 will enable us to run our advertisement three or four weeks ahead of the letting, giving the bidders more adequate time in which to arrange for the required prequalification and to obtain quotations on materials from eastern manufacturers. This should attract more bidders and make the competition more keen.

We trust that this postponement of the bidding will not prove objectionable from your standpoint.

You will hear from our Traffic Engineer, Mr. Beakey, within the next few days in regard to certain details having to do with the financial arrangements.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:BR
cc to H. B. Glaisyer
John Beakey

RECEIVED
MAR 1941

18-10-25

March 3, 1941

Mr. E. A. Thomas
City Engineer
Klamath Falls, Oregon

Dear Sir:

Replying to your inquiry of February 24 wish to advise that, according to present plans, the traffic signal system for the City of Klamath Falls will be readvertised by the State Highway Commission for bids to be received at its meeting on April 3 and 4, 1941.

I am sorry that I have delayed replying sooner to your inquiry but I was unable to get definite information before the meeting of the Commission last week.

Very truly yours,

HBG:AM

Secretary

ERMAN
ice Judge

FRANK HAMM
Chief of Police

JOHN H. HOUSTON
Mayor

D. E. VAN VACTOR
City Attorney

E. A. THOMAS
City Engineer

KEITH K. AMBROSE
Fire Chief

RUTH O. BATHIANY
City Treasurer

DEPARTMENT HEADS

DR. GEORGE D. MASSEY, Jr., M. D.
City Health Officer

O. D. MATTHEWS
Plumbing Inspector

HAROLD T. FRANEY
Building Inspector

J. M. WAUCHOPE
Electrical Inspector

DAVID BRIDGE
Juvenile Recreation

COUNCILMEN

A. H. BUSSMAN
First Ward

J. J. KELLER
Second Ward

HARVEY C. MARTIN
Third Ward

WALTER E. WIESENDANGER
Fourth Ward

ROLLIN A. CANTRALL
Fifth Ward

City of Klamath Falls

KLAMATH FALLS, OREGON

RECEIVED
25 1941
STATE HIGHWAY COMMISSION

Feb. 24, 1941.

Mr. H.B.Glaisyer
Secretary Oregon State Highway Commission
Salem, Oregon.

Dear Sir;

The Mayor of the city of Klamath Falls, Oregon has asked me to write you and find out when the Highway Commission intends to call for bids again on the traffic signal system for this city.

April 3 + 4, '41

Yours truly,
E. A. Thomas
City Engineer.

ANSWERED
H. B. GLAISYER

(Address all Departments care of City Hall)

RECEIVED
FEB 13 1941
FOR FILING
18-1025

Salem, Oregon
February 11, 1941

Street signals for Klamath Falls

Mr. John Beakey:

Please note the attached copy of a letter from John H. Houston, Mayor, Klamath Falls, with reference to street signals.

Please furnish me the material for reply.

C. B. McCullough

JM:mbl

McCullough:

Bids for signals were received by the Commission on Oct, 11, 1940, and all were rejected. Bids were to be received at a later date and I think the advertising for bids has been delayed on account of wanting to get certain streets in condition for traffic. I am not just sure regarding the streets.

McFarland.

ok Becker

RUTH O. BATHIANY
City Treasurer

KEITH K. AMBROSE
Fire Chief

COUNCILMEN

A. H. BUSSMAN
First Ward

J. J. KELLER
Second Ward

HARVEY C. MARTIN
Third Ward

WALTER E. WIESENDANGER
Fourth Ward

ROLLIN A. CANTRALL
Fifth Ward

Falls

Mr. R. H. Baldock, Chief Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

What is the status of the street signals for Klamath Falls? The new City Administration went in on January 6th, and as I have heard nothing regarding our traffic signals, I am very insterested in knowing about it. We are also anxious to include in this project the signals at 9th and Pine Streets, 11th and Main Streets, and 10th and Main Streets.

I will appreciate very much hearing from you.

Kindest regards.

Cordially yours,

John H. Houston

John H. Houston (P)
Mayor

jhh/dp

ACKERMAN
Police Judge

FRANK HAMM
Chief of Police

JOHN H. HOUSTON
Mayor

D. E. VAN VACTOR
City Attorney

E. A. THOMAS
City Engineer

KEITH K. AMBROSE
Fire Chief

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Third Ward

WALTER E. WIESENDANGER
Fourth Ward

ROLLIN A. CANTRALL
Fifth Ward

City of Klamath Falls

KLAMATH FALLS, OREGON

RECEIVED
FEB 6 - 1941
STATE HIGHWAY COMMISSION

February 5th, 1941

Mr. R. H. Baldock, Chief Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

What is the status of the street signals for Klamath Falls? The new City Administration went in on January 6th, and as I have heard nothing regarding our traffic signals, I am very insterested in knowing about it. We are also anxious to include in this project the signals at 9th and Pine Streets, 11th and Main Streets, and 10th and Main Streets.

I will appreciate very much hearing from you.

Kindest regards.

Cordially yours,

John H. Houston

John H. Houston (P)
Mayor

jhh/dp

RECEIVED
SEP 28 1940
FOR FILING
18-1025

September 27, 1940

Honorable Clifton D. Richmond
Mayor, City of Klamath Falls
Klamath Falls, Oregon

Dear Sir:

Attached hereto is a copy of the State Highway Commission's "Notice to Contractors" calling for bids to be received by the Commission at its meeting on October 11, 1940, for the installation of a traffic signal system in the city of Klamath Falls. I thought you would be interested in receiving this information.

Very truly yours,

HBG:AM

Secretary

RECEIVED
SEP 28 1940
FOR FILING

18-1025

26
September 10, 1940

The Mayor and Common Council
Klamath Falls, Oregon

Gentlemen:

Reference is made to the installation of traffic signals in the City of Klamath Falls, contract for which we expect to let on October 10.

As explained to you by our Mr. Beakey, the State Highway Commission proposes to use a manner of installation which is somewhat experimental. This type of installation deviates from standard practice to the extent that the signals intended for vehicles will be suspended overhead on the four sides of each intersection and signals intended for the guidance of pedestrians will be placed on posts on the four corners of the intersection. The object of this manner of installation is to separate vehicular and pedestrian signals so that the two types of traffic may be controlled independently without the confusion which apparently results from having both types of signals located on the same posts.

Inasmuch as this type of installation is somewhat experimental and insofar as we know has not been used heretofore, there is some question as to the public reaction, although we have every reason to believe that it should work out much more satisfactorily than combining the two types of signals on one post. With this in mind, we propose to make installation as outlined to you by Mr. Beakey. If, within one year's time after the system is put into operation, it seems desirable to return to the standard method of installation, the State Highway Department will make the necessary changes without cost to the City of Klamath Falls. If it should be decided to revert to the present standard method of installation at the end of the period, we would remove the overhead signal heads and place them on the posts on each corner of each intersection. The change will involve a minor expenditure.

Please advise your reaction to the proposal.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

Form E-30—Revised—30M—1-40

RECEIVED
SEP 27 1940
FOR FILING
18-1025

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1940

Subject: Klamath Falls Signal Equipment

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

In accordance with instructions received from Mr. Beakey, I am handing you the attached list of firm names and addresses which it is anticipated will be interested in the providing of signal equipment for Klamath Falls.

Very truly yours,

K E Hinges

K. E. Hinges
Office Manager

KEH:VC
attach

NOTED
D. G. DeSart

Graybar Electric Company
Park & Flanders Sts.
Portland, Oregon

General Electric Company
Electric Building
Portland, Oregon

Crouse-Hinds Company
1306 First Ave. West
Seattle, Washington

Electric Signal Company
422 Smith Tower Building
Seattle, Washington

K. E. Erickson, Inc.
Concord Building
Portland, Oregon

Castelloe & Stocker
Electrical Contractors
1027 Willamette
Eugene, Oregon

Western Road Machinery Co.
83 S. E. Belmont St.
Portland, Oregon

Acme Traffic Signal Co.
1716 Maud Street
Los Angeles, California

Bosler Electric Company
236 State Street
Salem, Oregon

Kenney Electric Co.
1104 W. Burnside
Portland, Oregon

Crouse-Hinds Company
Syracuse, New York

General Electric Company
Schenectady, New York

Eagle Signal Corporation
Moline, Illinois

NOTED
D. G. DeSart

Pacific AT. [illegible]43
STATIONERY & PRINTING CO.
415 S.W. SECOND
COMPLETE OFFICE EQUIPMENT
PORTLAND, OREGON

Dimitre Electric Co
143 SW. Morrison St
Port

W.R Grastle Co.
Lbr. Bldg. Port.

Vern S Lucas
Rt. 1 Troutdale

McPage McKinney
~~Kenn[illegible]~~

NOTED
D. G. DeSart

3, 1940

ledge receipt of your letter
fied check for $7,500 inclosed
ents deposit by the City of
n with the installation of
your city.

I wish to thank you for this check which I am placing in the safe deposit pending completion of the signal installation.

Very truly yours,

HBG:AE

Secretary

cc - Mr. Beakey
Mr. Cress

RECEIVED
AUG 5 1940
FOR FILING
18-1025

August 3, 1940

Honorable Clifton Richmond
Mayor,
Klamath Falls, Oregon

Dear Mr. Richmond:

This is to acknowledge receipt of your letter of August 1 and the certified check for $7,500 inclosed therein which check represents deposit by the City of Klamath Falls in connection with the installation of certain traffic signals in your city.

I wish to thank you for this check which I am placing in the safe deposit pending completion of the signal installation.

Very truly yours,

HBG:AH

Secretary

cc - Mr. Beakey
Mr. Crowe

OFFICE OF MAYOR
CITY OF KLAMATH FALLS
KLAMATH FALLS, OREGON

CLIFTON RICHMOND
MAYOR

RECEIVED
AU 2 - 1940
STATE HIGH[illegible]

August 1st, 1940

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Referring to the letter of July 25th, from Mr. Baldock, by Mr. Beackey, which has reference to the proposed installation of fixed-time traffic signals in this City, we are, as requested by Mr. Beackey, inclosing herewith our certified check in the amount of $7500.00, made payable to the Commission, which, we understand, will be the City's approximate share of the installation.

Very truly yours,

Clifton Richmond

CLIFTON RICHMOND
Mayor

CR/db

incl

ACKNOWLEDGED
H. B. GLAISYER

THE MIDLAND EMPIRE

Below You Will Find Some Interesting Facts
About This "Last Frontier"

Approximate Area	67,000 Square Miles
Approximate Population	186,000 Persons
Total Retail Sales (1934) in This District	$38,406,000.00
Average Per Person	$206.00
Klamath County Average	$261.83
Klamath Falls, Per Capita	$576.00
Medford, Per Capita	$568.00
Average Five Largest Cities in Oregon (except Portland)	$515.00
Average for Entire State Including Portland	$545.00

KLAMATH FALLS

(Sixty-two Miles to Crater Lake)

Area of City	Five Square Miles
Population within City Limits (1930 census)	16,096
Population within City Limits (1938 estimated)	21,425
Population including Adjoining Additions (1938)	28,580
Elevation (feet)	4,195
Total Precipation 1936, 1937, 1938, in inches, yearly average	15.03
Mean Annual Temperature for 1938	47.6
Clear Days (1938)	153
Assessed Valuation (1938)	$9,268,864.38
General Bond Indebtedness, June 30, 1938, less Redemption Fund	$229,951.59
Improvement Bond Indebtedness, June 30, 1938	$1,129,258.16
Banks	Two
Telephones, November 30, 1938	4,322
Postal Receipts, 1938	$123,528.99
Building Permits	(1936) $200,897.00 (1937) $600,000.00 (1938) $443,000.00
Grade Schools	Seven
Enrollment in Grade Schools, January, 1939	2,184
Enrollment in High School (Union)	1,080
Value of School Property	$1,530,450.00

KLAMATH COUNTY

"A Place in the Sun"

Population (1930)	32,407
Area, Square Miles	5,999
Area, Acres	3,839,360
Assessed Valuation (1938)	$31,585,581.09
Number of Farms	1,570
Value of Farm Property	$20,530,265.00
Agricultural Income (1937)	$7,234,400.00
Acres Under Irrigation	227,484
Additional Acres Available for Irrigation	80,000
Duty of Water	Approximately 2 to 3 Acre Feet
Storage Capacity, Acre Feet	1,058,800
Number of Schools (excluding Klamath Falls)	9 High, 30 Grade Schools
Enrollment (excluding Klamath Falls) January, 1939	4,359
Value of School Property, 1938 (excluding Klamath Falls)	$830,450.00

INCOME FROM LIVESTOCK AND CROPS

1926	$ 5,305,000.00
1930	5,722,250.00
1933	4,822,250.00
1934	6,900,000.00
1935	6,310,000.00
1936	10,889,000.00
1937	7,234,400.00
1938 (Estimated)	8,700,000.00

LUMBERING INCOME

1937	$15,370,139.00
1938 (Estimated)	16,000,000.00

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF JOHN BEAKEY, TRAFFIC ENGINEER
SALEM

July 25, 1940

IN REPLY PLEASE
REFER TO FILE No.

Mr. Clifton Richmond
Mayor
Klamath Falls, Oregon

Dear Sir:

In accordance with our telephone conversation of yesterday, please be advised that we will proceed with the preparation of plans and specifications for the Klamath Falls traffic signal installation immediately, but I doubt if we can have them ready in time to let the contract at the Highway Commission meeting of August 22. As you know, these jobs must be advertised two weeks prior to the date of letting, so that the actual time available for preparation of the plans and specifications is not very long.

There are several details in regard to this job which must be worked out with the local authorities and these also will take some time.

The Commission will require that a certified check for $7500 (half of the estimated cost) be in their hands prior to the date upon which the job is advertised. If it is possible to let the contract on August 22, this would mean that the check would have to be in the hands of the Commission's secretary not later than Wednesday, August 7. The check should be drawn to the order of the Oregon State Highway Commission and sent in to Mr. H. B. Glaisyer, Salem, Oregon. After the job is completed, a division of costs and final accounting will be made and any balance remaining will be returned to the City, or if the job should over-run the estimate, an additional amount will be collected from the City.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

John Beakey
Traffic Engineer

JB:JJ

cc H. B. Glaisyer

RECEIVED
JUL 27 1940
FOR FILING
18-1025

July 25, 1940

Signalization at Klamath Falls

Mr. John Beakey

Pursuant to our conversation this morning, I understand that you are finishing up the plans for the signalization of Klamath Falls as fast as possible but that we will withhold advertising until we have received the certified check from the City of Klamath Falls in the amount of $7500.

C. B. McCullough

cc Mr. Baldock

dock:

Mr. Beakey has already talked to Mayor Richmond over the telephone and told him about submitting a certified check. I understand that Mr. Richmond is willing to do this. Do you think it necessary to write any letter? It seems to me that there is nothing for us to do until we receive his check. In the mean time we can be going ahead with the plans.

C.B.M.

7/25/40

FALLS

Further referring to my letter to you under date of July 10th, and in connection with which the writer appeared before the Commission on July 18th, you will probably recall that the writer was delegated to ask the Commission to advance $7500.00, or the City's share of the cost for the installation of fixed-time traffic signals at seven different intersections on the State Highway System within the city limits of Klamath Falls, these stop and go lights having been voted in at a special city election on May 17th, 1940.

The Commission turned this request down on the grounds that they had had considerable trouble in years past through advancing counties and cities money on like projects, and made the suggestion that we endeavor to secure this money through the banks, or in some other legal manner. They further suggested that we do so immediately, inasmuch as they intend advertising for bids on work of this nature, which bids are to be opened, if I remember correctly, on August 22nd. The Commission also stated that positive assurance that we could raise our fifty per cent share of the installation, namely, $7500.00, at least three weeks before the bids are opened, would be necessary.

At a regular meeting of the Common Council, held Monday evening, July 22nd, a Resolution was unanimously adopted whereby we are transferring $7500.00 from the General Fund to the Signal System Fund, to be repaid to the General Fund as the money is available from the one-mill tax levy voted upon by the people on May 17th, 1940, said installation to be at the following points:

- Main and Sixth Streets
- Main and Seventh Streets
- Main and Eighth Streets
- Main and Ninth Streets
- Klamath and Sixth Streets
- Spring and South Sixth Streets
- East Main and South Sixth Streets

REFERRED TO
Mr Baldock
BY SECRETARY

OFFICE OF MAYOR
CITY OF KLAMATH FALLS
KLAMATH FALLS, OREGON

CLIFTON RICHMOND
MAYOR

July 23rd, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Further referring to my letter to you under date of July 10th, and in connection with which the writer appeared before the Commission on July 18th, you will probably recall that the writer was delegated to ask the Commission to advance $7500.00, or the City's share of the cost for the installation of fixed-time traffic signals at seven different intersections on the State Highway System within the city limits of Klamath Falls, these stop and go lights having been voted in at a special city election on May 17th, 1940.

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Main and Sixth Streets
Main and Seventh Streets
Main and Eighth Streets
Main and Ninth Streets
Klamath and Sixth Streets
Spring and South Sixth Streets
East Main and South Sixth Streets

REFERRED TO Mr Baldock
BY SECRETARY

We were advised by your Traffic Engineering Department that the total installation would probably not cost more than $15,000.00, and in view of the fact that we now have our fifty per cent share of this money set aside for immediate use, we are asking that you include this project in your advertisements for bids, to be opened on August 22nd.

I might further add in connection with the above matter that we feel it is very important that we get this installation some time this year, and as stated above, we have our share of the money now available to go ahead. In fact, if this total installation should run $16,000.00, we still could take care of our fifty per cent of this cost.

Kindly acknowledge receipt of this letter and oblige.

Very sincerely yours,

Clifton Richmond

CLIFTON RICHMOND
Mayor

CR/db

cc: Mr. John Beakey, Traffic Engineer
Oregon State Highway Commission
Salem, Oregon

cc: Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

OFFICE OF MAYOR
CITY OF KLAMATH FALLS
KLAMATH FALLS, OREGON

CLIFTON RICHMOND
MAYOR

July 11th, 1940

RECEIVED

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

It is our understanding that the Commission will meet on Thursday, July 18th, and the attached letter is for your and their consideration. You will notice by the attached correspondence that if the Commission will not put up the money to install these fixed-time traffic signals this year, or until such time as we can put up our full fifty per cent of the cost of installation, it would probably delay the installation until 1942, as we undoubtedly would not have a full $7500.00 collected until around October or November 1st, of next year. However, as our levy to cover this installation is a direct lien against our next year's taxes, the Commission would be assured of payment in full before the end of next year and as stated in our letter, these signals would alleviate a very bad traffic condition which now exists in this city.

It is the Council's, and the writer's, sincere wish that you and the Commission will help us out in this matter.

Very sincerely yours,

Clifton Richmond

CLIFTON RICHMOND
Mayor

CR/db

OFFICE OF MAYOR
CITY OF KLAMATH FALLS
KLAMATH FALLS, OREGON

CLIFTON RICHMOND
MAYOR

July 10th, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Referring to an election held in this city on the 17th day of May, 1940, relative to the installation of fixed-time traffic signals at the following designated points - said points being recommended by the Commission through various traffic counts made in this city from time to time: Main and 6th Streets, Main and 7th Streets, Main and 8th Streets, Main and 9th Streets, Klamath and 6th Streets, Spring and 6th Streets, and East Main and South 6th Streets.

The vote on this matter was 3310 affirmative to 1154 negative.

When this matter was put up to the electorate, it was our understanding that the Commission would pay fifty per cent of the cost of the signals, inasmuch as they were all on regular state highways located within the city limits. According to previous correspondence in connection with this matter, we estimated the entire costs to be about $15,000.00. However, to check on this figure, we wrote you under date of February 20th, 1940, for a verification of the costs, in order that we might be a little more accurate in the figures we submitted to the voters. However, failing to have a reply to this letter, we used the above-mentioned figure of $15,000.00 as the total cost, and our ballot called for a one-mill levy on next year's taxes which would be payable in 1941, and would amount to approximately $10,000.00 if a full tax collection were made. The reason we levied $10,000.00 was in order that we might collect $7500.00 the first year.

Our tax collections on the current year's taxes for the past five years were as follows:

1936 - 78.4	over all 107.9
1937 - 78.9	over all 104.7
1938 - 77.8	over all 103.6
1939 - 77.2	over all 99.7

1940, to July 1, 64.6, over all, 96

Our this year's tax collection should amount to at least eighty per cent and one hundred per cent over all.

I am showing the above figures in order that you might know it is reasonable to conclude our next year's tax collection on the one-mill levy which was voted in for the traffic signals should bring us a return of at least $7500.00, and in consideration of the fact that we could not put up our proportion of the total cost to install these signals before the latter part of next year and would therefore be delayed a year in getting these signals in, the Common Council and the writer are wondering if it would be possible for the Commission to go ahead with the installation of the signals this year at as early a date as possible, which would necessitate the Commission's putting up the city's share of the money, which, taking into consideration the average tax collections as stated above, could and would be repaid to them before the expiration of 1941. It is our further belief that the traffic conditions are such in this city that the installation of these signals would cut down traffic accidents and facilitate movement of traffic through the city to a considerable extent.

You, of course, understand that all Charter requirements were observed in placing this matter before the electorate for a vote, and that there is a direct lien against the city for its share of the installation costs.

We believe this matter deserves your serious consideration and respectfully submit the same herewith.

Very truly yours,

Clifton Richmond

CLIFTON RICHMOND
Mayor

CR/dp

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

OREGON STATE HIGHWAY COMMISSION
SALEM

December 21, 1939

IN REPLY PLEASE REFER TO FILE No.

Mr. Clifton Richmond,
Mayor
Klamath Falls, Oregon

Copy

Dear Sir:

Reference is made to your communication of December 7, and my reply dated December 11, both having to do with the matter of traffic signals in the City of Klamath Falls. This matter had the attention of the Highway Commission at its meeting yesterday and the Commission authorized this department to install flasher beacons at Biehn and Oregon and Upham and Oregon, without cost to the City of Klamath Falls.

The Commission also authorized the painting of traffic lanes through the Main Street Underpass, and also some slight modifications in the existing traffic signal system at this point, both of these to be done without cost to the City.

In the matter of traffic actuated signals at South 6th and East Main, this item of expenditure is estimated to cost about $2500, and under the policy previously established by the Commission, such cost will have to be split 50-50 between the state and the City of Klamath Falls. The Commission feels that it should not deviate from its original policy in this regard. The Engineering Department was therefore instructed to withhold installation of this latter signal until receipt from the City of a check in the amount of $1,250 which represents 50 per cent of the estimated cost of the project. Should the cost of this installation underrun, the difference would of course be refunded to the City.

We will go ahead with the flasher beacons and the striping in accordance with the policy outlined above, and await your advice in regard to the traffic actuated signal.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

✓

cc Mr. Glaisyer and Mr. Beakey

Form E-30—Revised—25M—8-30

3a

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

December 15, 1939

Subject: Lights at Klamath Falls

To: Mr. R. H. Baldock:

Herewith letter from Mayor Richmond of Klamath Falls, dated December 7, and my reply dated December 11.

I have received a report from Mr. Beakey in reference to these matters, and wish to report as follows:

1. In reference to the first two paragraphs of Mayor Richmond's letter, the installation of flashing beacons at Biehn and Oregon, and Upham and Oregon previously authorized by the Commission would be paid for entirely by the state in accordance with established policy. The traffic-actuated signal at South 6th and East Main would cost about $2500, and under established policy, would be split 50-50. If the Commission agrees to Mayor Richmond's request, it will necessitate an additional expenditure (over and above that authorized at the November meeting) of $1,250.

There does not seem to be any reason why the Commission should depart from its established policy in this instance. However, it is undoubtedly a question for the Commission to pass upon

2. In reference to the last paragraph of his letter, the painting of traffic lanes will cost $75.00. In addition to this item, Mr. Beakey states that there are some slight changes needed in the signal system which we installed at the underpass, estimated to cost $200.

I would recommend that both of these items be taken care of by the state as they are really part of our grade separation project.

C. B. McCullough

#2339.

18-1025

November 16, 1939.

Traffic signals at Klamath Falls

Mr. R. H. Baldock

I am handing you herewith report from Mr. Beakey regarding traffic signals at Klamath Falls. Mr. Beakey's recommendations are as follows:

"1. That an interconnected signal system be installed to include the following intersections:

1. Main and 11th Streets
2. Main and 9th Streets
3. Main and 8th Streets
4. Main and 7th Streets
5. Main and 6th Streets
6. Klamath and 6th Streets

"2. That provisions be made to include adjacent intersections to the interconnected system if the need should develop in the future. Among these intersections would be:

1. Third and Main Streets
2. Fourth and Main Streets
3. Fifth and Main Streets
4. Ninth and Pine Streets
5. Main and Esplanade

"3. That traffic-actuated signals be installed at the intersection of S. 6th and E. Main, and 6th and Spring.

"4. That flashing beacons be installed at the intersections of Biehn and Oregon, and Upham and Oregon. The latter intersection would require two two-way flashing beacons.

"The total cost of the installations recommended at this time is estimated at $14,350, of which the State's share would be $6,600 and the City's share $7,750. This estimate is made on the basis that the State would participate to the extent of 50% of the cost of fixed-time and traffic-actuated signals to be installed on state highway routes and that the City would bear 100% of the cost of signals installed on streets not on state "highway system and that the State would bear 100% of the cost of installing overhead flashing beacons."

C. B. McCullough

CBM:AP

Previous correspondence regarding traffic signal system in Klamath Falls filed in:

MAINTENANCE
    Traffic
        Traffic Lights   Jan.-June 1940

CONTACT #2466

SN-FAP-98-2 Miner Cr.-Spencer Cr. 1941
Sec., Oregon Coast Hwy.
#2466

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Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

98-2

December 26, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 98(2)
Miner Creek-Spencer Creek Section
Oregon Coast Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
DEC 27 1944
OREGON
STATE HIGHWAY COMMISSION

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Ha4pr-12282

Oregon Federal Aid Project No. SN-FAP 98(2)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 13, 1941 by The Oregon State Highway Commission and on July 21, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 98(2); and

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested an increase in the Federal share payable on account of said project as authorized in section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.), and has requested that the Federal funds approved and set aside to the credit of the project be increased from $42,450.00 to $51,430.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrater that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrater has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-one thousand, four hundred thirty and 00/100 dollars ($51,430.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of fifty-one thousand, four hundred thirty and 00/100 dollars ($51,430.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-nine thousand, five hundred eighty and 50/100 dollars ($69,580.50), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on October 24 1944, and the Administrator on NOV 21 1944.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission

By A. W. Schaupp
Member, State Highway Commission

By ______________________
Member, State Highway Commission

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest
H B Glaisyer
SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads

Oregon Federal Aid Project No. SN-FAP 95(2)

RECEIVED

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SN-FAP 98(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 69,580.50 in lieu of the $42,450.00 approved by Certificate dated July 21, 1941 as the total estimated cost of said project, and the sum of $ 51,430.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and NOV 21 1944

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RECEIVED

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NOV 2 - 1944
FOR FILING

SN-FAP 98-2

October 30, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Miner Creek-Spencer Creek Section, Project No. SN-FAP 98 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 11, 1944

RECEIVED
OCT 13 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed **modified** project agreement for signature and return to this office for Oregon SN-FAP 98(2), Miner Creek-Spencer Creek Section of the Oregon Coast Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L.J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
JAN 3 1944
FOR FILING

98-2

December 22, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Miner Creek-Spencer Creek Section, Project No. SM-FAP 98 (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. ES-FAP 98 (2)

MINER CREEK-SPENCER CREEK SECTION

OF THE OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, September 15, 1943

All Required		Clearing and Grubbing		$ 10,000.00
1,400	cu. yds.	Structural Excavation, Unclassified	$ 1.00	1,400.00
30	cu. yds.	Trench Excavation, Unclassified	1.00	30.00
276,000	cu. yds.	General Excavation, Unclassified	.13	35,880.00
447,000	yd. sta.	Short Overhaul	.006	2,682.00
1,000	C-yd.sta.	Long Overhaul	.30	300.00
4,300	lin. ft.	Rounding Cutbanks	.08	344.00
1.10	miles	Finishing Roadbed and Slopes	300.00	330.00
400	lin. ft.	12" Perf. Corr. Metal Pipe	1.40	560.00
180	lin. ft.	18" Concrete Pipe	2.00	360.00
160	lin. ft.	30" Concrete Pipe	4.00	640.00
70	lin. ft.	Salvaging Culvert Pipe	1.00	70.00
120	cu. yds.	Rock or Gravel Backfill in Drains	1.50	180.00
200	cu. yds.	Class "A" Concrete	23.00	4,600.00
33,000	lbs.	Metal Reinforcement	.055	1,815.00
1,200	cu. yds.	Riprap	1.50	1,800.00
700	cu. yds.	6" - 0" Material in Base	1.00	700.00
200	cu. yds.	1½" - 0" Material in Base	1.90	380.00
100	cu. yds.	Filler	.50	50.00
50	yd. mi.	Hauling Filler	.20	10.00
5	M-gal.	Sprinkling	3.00	15.00
0.17	mile	Preparation of Base	300.00	51.00
166	cu. yds.	Furnishing and Placing Aggregates	3.00	498.00
14	tons	Furnishing and Placing 151-200 Asphalt	40.00	560.00
			Subtotal	$ 63,255.00
			10% Engr. & Cont.	6,325.50
			Total	$ 69,580.50

Length of Roadway	1.102 miles
Length of Bridge (exception)	.034 mile
Total Length	1.136 miles
Cost per mile, Roadway	$ 63,140.19

Federal Aid Funds- -	$ 51,430.00
State Funds- -	18,150.50
	$ 69,580.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
JUN 2[illegible]
FOR FILING

98

June 22, 1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2466 for work on the Miner Creek-Spencer Creek Section of the Oregon Coast Highway, in Lincoln County, has been completed by the contractors, Berke Brothers, and that final payment in the amount of $1,807.31, will be made on or after July 2, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $59,982.60, of which amount $683.93 represents the amount of force account items. This contrast was completed on October 28, 1942, and accepted by the Commission on June 16, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
2

91-2

June 19, 1943

Barke Bros.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

I wrote you yesterday that the State Highway Commission on June 16, 1943, approved the extension of time that you requested to July 31, 1942, within which to complete your contract, No. 2466, for the construction of the Miner Creek-Spencer Creek Section of the Oregon Coast Highway, in Lincoln County.

Please be advised that this letter was in error as to the completion date. The Commission approved the extention to October 28, 1942, without penalty, rather than as stated in the other letter. Please correct your records accordingly.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

WBC:MS

cc - S. H. Probert
F. D. Eason

98-2

June 18, 1943

Berke Bros.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on Wednesday, June 16, 1943, had under discussion your request for extension of time in which to complete your contract No. 2466 for the construction of the Miner Creek-Spencer Creek Section of the Oregon Coast Highway. I am pleased to inform you that the Commission granted your request for such extension of time up to July 31, 1942 without penalty.

Very truly yours,

Secretary

[illegible]
cc - S. H. Probert
F. D. Eason

98-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 28, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 98 (2), Miner Creek-Spencer Creek Section of the Oregon Coast Highway ________, was made by a representative of this office on April 27, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
APR 29 1943
STATE [illegible] COMMISSION

Iron

FORM E-123X 15M 8-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

FOR FILING

98-2

March 1st, 1943

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time for Dubin Brothers on their Contract No. 2466, Miner Creek-Spencer Creek Section of the Oregon Coast Highway, NH-FA 98-2, from July 31st, 1942 to October 28th, 1942.

The contractors were asked to suspend operations in the fall of 1941 on account of the settlement of the fill at Spencer Creek, since it was thought that a delay would allow the ground to consolidate, and the fill could then be brought up to grade during the following year. This afterward proved to be the case, and no difficulty was experienced in bringing the fill to grade during the summer of 1942; whereas, it would have been impossible in the fall of 1941.

The contractors were unable to start the work earlier in 1942 owing to their contract for the access road at Camp White, but it was completed in ample time before the rainy season and at the proper time to secure the best job. It is, therefore, recommended that the extension be granted without penalty.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
C. B. McCullough

RECEIVED
FEB 6 1943
FOR FILING

93-2

February 5, 1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Beeke Brothers, on contract No. 2466, covering the Miner Creek-Spencer Creek Section of the Oregon Coast Highway, in Lincoln County. This payment, in the amount of $3,993.38, will be made on or after February 15, 1943. The retained percentage is $1,799.24.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

Form E-1—6M—6-41

41-2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 23, 1943, 19

Section Miner Cr-Spencer Cr

Kind of work Grading

Highway Oregon Coast

Section prefix 21-1115

Contractor Berke Bros

Contract number 2466

Date of contract May 12, 1941, 19

Date of completion Oct. 31, 1941, 19

Date work started June 3, 1941, 19

Estimated date of completion , 19

Amount of contract . . . . $ 63,195

Per cent of time elapsed 310 %

Estimated cost of completed project, exclusive of engineering . . . . $ 60,000

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 4850, 7.6 %

Date project was completed Oct. 28, 1942, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Computations competed today. Will take another day provided we get lights, to finish making out estimate, summary sheet, and profile. We have been without lights for three days on account of snow storm. Final records will be shipped Tues. or Wed.

No report is made for the Rock production job. There is no activity on account of storms.

Government contractors for the airport, contract for which is to be let Monady, have been coming in for information on rock sources. All possible cooperation has been given and they have been referred to Salem authority for questions as to availability of Iron Mt. The contract calls for about 60,000 yds.

Work will be started on the Marys Peak quarry survey as soon as it is reasonable to travel.

Car 37-11 failed me and I took it to Salem Monady for overhaul and brought back 37-6

NOTED
E. M. BOOTH

RECEIVED
JAN 27 1943
OFFICE [illegible]

Signed S. Macco

Address Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Stormy		
Monday	" cold		
Tuesday	" rain		
Wednesday	Rain & snow		
Thursday	Snow		
Friday	snow		
Saturday	stormy-cold		

RECEIVED

98-2

September 17, 1942

Berke Brothers
Contractors
Route 2, Box 111
Medford, Oregon

Gentlemen:

Mr. Smith has made an inspection of the Miner Creek-Spencer Creek Section and finds that he had the wrong idea about the amount of work you had performed last year, as he was of the opinion that you had completely finished the greater portion of the work. He finds, however, that you were unable to do any actual finishing and that the job was merely shut down when weather conditions made it impractical to work further. There is considerable corrugated drainage tile on the ground to be installed, one or more stumps which have not been close cut, the riprapping for the project to be done, and the bringing of the fills up to grade and repairing such washouts as occurred during the winter.

We will not insist that the highway be disturbed on the north end, but the cuts on each side of the existing highway should be taken down level with the pavement. The material for bringing up the grade on the south end of the project can be obtained at the extreme south end of the project, and the material on the north side of the bridge should be obtained from the slide in that cut. I believe it possible to do the work with bulldozer and scraper, but you might find it more economical to carry on the operations with shovel and trucks.

I wish to emphasize the matter of riprap, as you were certainly lucky to have gone through last year without losing part of the fills by the winter storms. We frequently have a hard storm during the early fall, and I request that you place this riprap immediately.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. H. G. Smith

RECEIVED
DEC 17 1941
FOR FILING

98 - 2

R

December 16, 1941

Berke Bros.,
7923 N. E. Halsey Street
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 17, 1941, granted you the extension of time requested from October 31, 1941, to July 31, 1942, without penalty, in connection with contract No. 2466, for grading the Mimer Creek-Spencer Creek Section of the Oregon Coast Highway, in Lincoln County.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary

KR

cc: F. D. Eason

R

RECEIVED
DEC - 2 1941
FOR FILING

98-2

December 1, 1941

Pacific Portland Cement Company
417 Montgomery Street
San Francisco, Calif.

Attention: M. D. O'Banion

Gentlemen:

In accordance with your letter of November 27, we advise that Berke Bros. contract No. 2466, for grading the Miner Creek-Spencer Creek Section of the Oregon Coast Highway, has not been completed. In fact the estimated date of completion is July 31, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

EPHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC PORTLAND CEMENT COMPANY

MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Rono Hardwall Plaster and Gypsum Products

TRADE-MARKS

417 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA

November 27, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise if State Highway Contract No. 2466 which was awarded to Berke Bros. has been completed and accepted by the Commission.

If completed and accepted, will you please advise the amount due the general contractor and the approximate date that final settlement will be made.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion

H. D. O'Banion
Credit Manager

HDO:vb

Coast Wide Service — San Francisco — Los Angeles — Portland — San Diego — Seattle

RECEIVED
AUG 4 1941
FOR FIL

98-2

August 2, 1941

Pacific Portland Cement Co.
417 Montgomery St.
San Francisco, Calif.

Gentlemen:

This will acknowledge receipt of your letter of July 31 and advise that Berke Brothers contract, No. 2466, for grading the Miner Creek-Spencer Creek Section of the Oregon Coast Highway, in Lincoln County, was bonded by the Great American Indemnity Company, through their resident agents, Harvey Wells-Reed Insurance Agency, Failing Building, Portland.

The specified date of completion on this contract is October 31, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:
BS

REFERRED TO

NOTED
D. [illegible] DeSart

TELEPHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

417 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA

July 31, 1941

Oregon State Highway Commission
Salem, Oregon

2465

Gentlemen:

We are furnishing material to Berke Bros., Sheridan, Oregon in connection with the contract for Minor Creek and Spencer Creek. The original contract may have been let to H. I. Hamilton.

Will you kindly advise the contract number, time set for completion and the name of the bonding Company who wrote the bond for the general contractor.

Thanks for your cooperation.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion

H. D. O'Banion
Credit Manager

HDO:ms

REFERRED TO Detroit
BY SECRETARY

[illegible]

Coast Wide Service — San Francisco — Los Angeles — Portland — San Diego — Seattle

RECEIVED
SEP 12 1941
FOR FILING

R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon SN-FAP 98 (2)
Miner Creek-Spencer Creek Section
Oregon Coast Highway

POST OFFICE BUILDING
PORTLAND, OREGON

98-2.

August 1, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

WA 4 Pr 11282

Form P. R. 2

State Oregon

Federal Aid Project No. [illegible]-FAP 98 (2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of June, 1941

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of March, 19[illegible], a project statement, which was approved on the 12th day of April, 19[illegible], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section ________ of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of March 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-two thousand, four hundred fifty and no/100 dollars ($42,450.00) as the share of the United States payable under said act on account of Section ________ of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to ~~be~~ faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 389, Laws 1939. (Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 675+00 in the S 1/2 of Sec. 32, T. 9 S., R. 11 W., W. M., and survey station 735+00 in the S 1/2 of Sec. 5, T. 10 S., R. 11 W., W. M., (excepting therefrom that portion between survey station 720+10 and 721+90)

, length 1.192 miles, in Lincoln County,

being ~~[illegible]~~ [illegible] Oregon Federal Aid project No. [illegible]-FAP 92(2), consisting of

1.192 miles of roadway and no bridge~~[illegible]~~ of more than 20 feet clear span.

~~[illegible]~~

10—11379 GPO

JUL 28 1941
REGIONAL HEADQUARTERS

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction ~~or section~~ .... of said project shall not in any event exceed the sum of Forty-two thousand, four hundred fifty and no/100 dollars ($42,450.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-nine thousand, five hundred eighty and 58/100 dollars ($69,580.58), the approved total estimated cost ~~or section~~ .... of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

RECEIVED JUL 28 1941

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUL 21 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. ER-FAP 98 (2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $40,500.00 as the total estimated cost of said project, and the sum of $12,150.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of .... one thousand nine hundred and JUL 21 1941

FEDERAL WORKS ADMINISTRATOR,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

RECEIVED
JUN 14 1941
FOR FILING

98-2

June 12, 1941

Berke Bros.
7920 N. E. Halsey
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2466 which was awarded to you on May 12, 1941, by the State Highway Commission, for grading on the Miner Creek-Spencer Creek Section of the Oregon Coast Highway, in Lincoln County. This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
JUN 14 1941
FOR FILING

98-2

June 12, 1941

Berke Bros.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2466 which was awarded to you on May 12, 1941, by the State Highway Commission, for grading on the Miner Creek-Spencer Creek Section of the Oregon Coast Highway, in Lincoln County. This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
JUN 11 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IVED
JUN 10 1941
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon SN-FAP 98 (2)
Miner Creek-Spencer Creek
Section of Oregon Coast Hwy.

June 9, 1941

SN-FAP 98-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Tom

c

RECEIVED
MAY 15 1941
FOR FILING

SN-FAP-98-2

May 14, 1941

Berke Bros.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2466, which was awarded to you by the State Highway Commission on May 12, 1941, for grading on the Miner Creek-Spencer Creek Section of the Oregon Coast Highway, in Lincoln County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JUL 29 1941
FOR FILING

47

98-2

May 12, 1941

[illegible] BROS.,
7923 N. E. Halsey St.
Portland, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering the 1.17 miles of grading on the Miner Creek-Spencer Creek Section of the Oregon Coast Highway, in Lincoln County. This award is made on the basis of the low bid submitted by you on April 4, 1941, and also in conformity with the revised plans as outlined in our letter of April 25, 1941.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBG:MC

cc - S. H. Probert

get confirmed

M

OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON
MAY 12, 1941

BERKE BROS.,
7923 N. E. HALSEY ST.
PORTLAND, OREGON

STATE HIGHWAY COMMISSION AWARDS TO YOU TODAY CONTRACT COVERING MINER CREEK SPENCER CREEK SECTION OF OREGON COAST HIGHWAY ON BASIS BID SUBMITTED BY YOU APRIL FOURTH AND REVISED PLANS OUTLINED IN OUR LETTER OF APRIL TWENTY FIFTH. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File

---

factory adjustment can be worked out regarding this he will have to take the poorer approach at the location shown on the Federal Aid plans.

Yours very truly,

J.W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. F. D. Eason

STANDARD TIME INDICATED

~~RECEIVED AT~~ 315 STATE STREET
PHONE 6060
SALEM - OREGON

TELEPHONE YOUR TELEGRAMS
TO POSTAL TELEGRAPH

Form 16

Postal Telegraph

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMB (46) ING SERVICE SELECTED ARE COMPANY'S TARIFFS ON HAND AT EA ES AND ON FILE WITH REGULATORY AUTHORITIES.

R41 41/40 GOVT DL=NX PORTLAND ORE 12 233PM MAY 12 PM 2 52

R H BALDOCK=
STATE HIGHWAY ENGINEER SALEM ORE=

98'2

REURTEL. AS ALL REQUIRED RIGHTS OF WAY ACQUIRED WE HEREBY CONCUR IN AWARD TODAY TO BERKE BROS. PORTLAND. THE LOW BIDDER ON SN-FAP 98 (2). MINER CREEK-SPENCER CREEK PROJECT. CONTRACTOR'S WRITTEN CONSENT TO REVISIONS SHOULD BE FURNISHED US=

LYNCH.

Copies of consent were sent on May 7th

REURTEL SN-FAP 98 (2). .

---

factory adjustment can be worked out regarding this he will have to take the poorer approach at the location shown on the Federal Aid plans.

Yours very truly,

J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. F. D. Eason

ge to the account of ______ $ ______

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER ☒	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired: otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCOUNTING INFORMATION	
TIME FILED	

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 12, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

MAY WE HAVE YOUR CONCURRENCE IN AWARD TODAY OF CONTRACT FOR MINER CREEK-SPENCER CREEK PROJECT TO BERKE BROS. OF PORTLAND STOP ALL REQUIRED RIGHTS OF WAY ARE ACQUIRED

R. H. BALDOCK

---

factory adjustment can be worked out regarding this he will have to take the poorer approach at the location shown on the Federal Aid plans.

Yours very truly,

J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. F. D. Eason

ge to the account of ________________ $ ________

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK
ACCOUNTING INFORMATION
TIME FILED

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 12, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

MAY WE HAVE YOUR CONCURRENCE IN AWARD TODAY OF CONTRACT FOR MINER CREEK-SPENCER CREEK PROJECT TO BERKE BROS. OF PORTLAND STOP ALL REQUIRED RIGHTS OF WAY ARE ACQUIRED

R. H. BALDOCK

---

factory adjustment can be worked out regarding this he will have to take the poorer approach at the location shown on the Federal Aid plans.

Yours very truly,

J.W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. F. D. Eason

FORM E-30 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 12, 1941

Subject: Miner Creek-Spencer Creek
Right of Way

To: Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

This is to advise you that all of the right of way is clear on the Miner Creek-Spencer Creek Section of the Oregon Coast Highway in Lincoln County, with the possible exception of the Salway property at the southerly end of the project.

I understand from Mr. Collins, who talked to Mr. Smith, that the only item in question on the Salway property involves an approach road and that if it becomes absolutely essential it can be constructed, in accordance with the location as shown on the Federal Aid plans, at Station 732+78. This location will require no additional right of way.

The point in mind appears to have been to move the approach road a few hundred feet to the north in order to secure for Mr. Salway a better approach connection. If, of course, no satisfactory adjustment can be worked out regarding this he will have to take the poorer approach at the location shown on the Federal Aid plans.

Yours very truly,

J.W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. F. D. Eason

May 7, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

As a matter of record, we are sending herewith four copies of a letter in which Berke Bros., low bidders for the Miner Creek-Spencer Creek Project, SH-FAP 98 (2), consent to the changes in plans and specifications which are referred to in our letter to you under date of April 25.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

RECEIVED
JUN 12 1941
FOR FILING

WESTERN UNION

1201

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

.PRH6 16 NT=LAKEVIEW ORG MAY 5

1941 MAY 6 AM 7 49

R H BALDOCK=

=OREGON STATE HIGHWAY COM

:WILL ACCEPT AWARD OF MINER CREEK SPENCER CREEK CONTRACT IF MADE AS LATE AS MAY 15=

BERKE BROS.

15.I

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

SALEM, OREGON
MAY 2, 1941

BERKE BROTHERS
HIGHWAY CONTRACTORS
ROUTE 1
LAKEVIEW, OREGON

ACCOUNT RIGHT OF WAY DIFFICULTIES COMMISSION CANNOT AWARD MINER CREEK SPENCER CREEK CONTRACT BEFORE ABOUT MAY TENTH TO FIFTEENTH STOP WILL YOU ACCEPT AWARD OF CONTRACT IF MADE AS LATE AS MAY FIFTEENTH

R. H. BALDOCK

Charge to the account of ______________________ $ ________

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	X
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK
ACCOUNTING INFORMATION
TIME FILED

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 2, 1941

[illegible] BROTHERS
HIGHWAY CONTRACTORS
ROUTE 1
LAKEVIEW, OREGON

ACCOUNT RIGHT OF WAY DIFFICULTIES COMMISSION CANNOT AWARD MINER CREEK SPENCER CREEK CONTRACT BEFORE ABOUT MAY TENTH TO FIFTEENTH STOP WILL YOU ACCEPT AWARD OF CONTRACT IF MADE AS LATE AS MAY FIFTEENTH

R. H. BALDOCK

May 1, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are sending herewith six copies of the "Required Special Provisions" which are to be made a part of the contract for the Miner Creek-Spencer Creek Project, SN-FAP 98 (2).

They should be substituted for the provisions which were attached to the revised special provisions sent to you with our letter of April 25.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

April 25, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to our letter of April 15, relative to a proposed revision of the plans, specifications and estimates for the Miner Creek-Spencer Creek Project, SN-FAP 98 (2).

Since writing that letter, we have thought it advisable to shift the line somewhat farther to the east than was contemplated by the first revision. We have, therefore, prepared a new revised set of plans and have made such changes in special provisions and estimates as are necessary, and are sending copies to you for your consideration.

We are sending, also, copies of a second letter to the low bidder, requesting his consent to the proposed changes.

All required rights of way are now acquired, so we are in position to make the award of contract as soon as we have your approval and the consent of the contractor. The low bidder has already given us his consent orally.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:RR

Oregon State Highway Department

Federal Aid Project
No. [illegible]-FAP 98 (2)

MINER CREEK-SPENCER CREEK SECTION
OF THE OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 25, 1941

All Required		Clearing and Grubbing		$ 10,000.00
1,400	cu. yds.	Structural Excavation, Unclassified	$ 1.00	1,400.00
30	cu. yds.	Trench Excavation, Unclassified	1.00	30.00
276,000	cu. yds.	General Excavation, Unclassified	.13	35,880.00
447,000	yd. sta.	Short Overhaul	.006	2,682.00
1,000	C-yd.sta.	Long Overhaul	.30	300.00
4,300	lin. ft.	Rounding Cutbanks	.08	344.00
1.10	miles	Finishing Roadbed and Slopes	300.00	330.00
400	lin. ft.	12" Perf. Corr. Metal Pipe	1.40	560.00
180	lin. ft.	18" Concrete Pipe	2.00	360.00
160	lin. ft.	30" Concrete Pipe	4.00	640.00
70	lin. ft.	Salvaging Culvert Pipe	1.00	70.00
120	cu. yds.	Rock or Gravel Backfill in Drains	1.50	180.00
200	cu. yds.	Class "A" Concrete	23.00	4,600.00
33,000	lbs.	Metal Reinforcement	.055	1,815.00
1,200	cu. yds.	Riprap	1.50	1,800.00
700	cu. yds.	6" - 0" Material in Base	1.00	700.00
200	cu. yds.	1½" - 0" Material in Base	1.90	380.00
100	cu. yds.	Filler	.50	50.00
50	yd. mi.	Hauling Filler	.20	10.00
5	M-gal.	Sprinkling	3.00	15.00
0.17	mile	Preparation of Base	300.00	51.00
166	cu. yds.	Furnishing and Placing Aggregates	3.00	498.00
14	tons	Furnishing and Placing 151-200 Asphalt	40.00	560.00
			Subtotal	$ 63,255.00
			10% Engr. & Cont.	6,325.50
			Total	$ 69,580.50

Length of Roadway	1.102 miles
Length of Bridge (Exception)	.034 mile
Total Length	1.136 miles
Cost per mile, Roadway	$ 63,140.19

Federal Aid Funds- -$ 42,450.00
State Funds- 27,130.90

$ 69,580.90

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 579, laws 1939
State Funds for Maintenance: Chap. 579, laws 1939

April 25, 1941

Burke Bros.
Highway Contractors
R. F. D. No. 1
Lakeview, Oregon

Gentlemen:

On April 15, we wrote to you asking you to consent to a revision of the plans, specifications and quantity estimates for the Miner Creek-Spencer Creek Project. At the same time, we sent to you copies of the plans, specifications and quantity estimates showing the revisions to be consented to.

It is our desire now to recall our letter of April 15, and the revised plans, specifications and quantity estimates above referred to, and to substitute for them this letter of April 25, and a set of plans, specifications and quantity estimates revised as of April 24, copies of which are being sent to you by express today.

If you find that you can perform the work involved in the project as contemplated by the revised plans, specifications and quantity estimates, at the prices bid by you for the project as originally planned, and are willing to enter into a contract on that basis, please so indicate in the space provided at the bottom of this letter and return the letter to us, retaining the duplicate copy for your files.

Very truly yours,

R. H. BALDOCK, Chief Engineer

By

R. H. Probert
Office Engineer

RHP:RR

- - - - -

We are willing to accept the award of contract for the Miner Creek-Spencer Creek Project at the prices bid by us on April 4, 1941, with the understanding that the work is to be done in accordance with the changed plans referred to in the above letter, and with the understanding that the contract is to contain the revised specifications and quantity estimates to which reference is made in said letter.

Signed on____________________, 1941.

Burke Bros.

By____________________

____

Signed copy received
May 1st.

April 15, 1941

Barto Bros.
7923 N. E. Halsey St.
Portland, Oregon

See later revision

Gentlemen:

We are today sending to you by express a set of plans for the Miner Creek-Spencer Creek Project, which plans have had indicated in them certain changes which have been made subsequent to April 4, the date on which bids for the project were received. We are sending, also, copies of the special provisions, supplemental agreement and schedule of contract prices which are to be incorporated in the contract, if, and when, the contract is awarded.

If you find that you can perform the work involved in this project in accordance with the changed plans, at the prices bid by you for the project as originally planned, and are willing to enter into a contract on that basis, please so indicate in the space provided at the bottom of this letter and return the letter to us, retaining the duplicate copy for your files.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:MB

- - - -

We are willing to accept the award of contract for the Miner Creek-Spencer Creek Project at the prices bid by us on April 4, 1941, with the understanding that the work is to be done in accordance with the changed plans referred to in the above letter, and with the understanding that the contract is to contain the special provisions, the supplemental agreement and the schedule of contract prices to which reference is made in said letter.

Signed on________________, 1941.

Barto Bros.

By________________

____

April 16, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

With our letter of April 15, concerning the proposed revision of plans for the Miner Creek-Spencer Creek Project, SN-FAP 98 (2), we failed to enclose copies of our letter to the low bidder concerning the same matter.

Four copies of that letter are being sent herewith.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

April 15, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Since receiving bids for the Minor Creek-Spencer Creek Project, SM-FAP 98 (2), we have decided that the line should be shifted to the east twenty or thirty feet to provide added protection from water wash at Stations 715 to 730.

By shortening the project 335 feet, the desired change in alignment can be accomplished without materially affecting either the nature of the work or the quantities. We feel, therefore, that there is no justification for readvertising the project, and we desire your consent to our making arrangements with the low bidder to construct the project, as revised, at the unit prices bid for the project as originally planned.

The proposed changes in plans have been shown on the federal aid plan sheets, and blueprint copies of the revised sheets are being sent under separate cover. We are sending, also, copies of the supplemental provisions, the revised special provisions and the schedule of contract prices which we propose to incorporate in the contract.

The low bidder has indicated a willingness to accept the award of contract on the basis of the revised plans, and we are today asking him to give us his consent in writing. A copy of our letter to him in this regard is being enclosed for your information.

We are submitting, also, the estimate which we will desire to have used as a basis for the project agreement, if, and when, we have your approval of the proposed revision of plans and of the proposed plan of contracting the work.

Rights of way matters are not as yet completely cleared, but we expect them to be within the next week or ten days.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

E. R. Probert
Office Engineer

ERP:ER

Encl.

a

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MAY 1 [illegible] 1941
FOR FILING

SN-FAP-98-2

April 15, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

With further reference to the proposed revision of plans for the Miner Creek-Spencer Creek Project, SN-FAP 98 (2), we wish to advise that, on the portion of the original project which is to be eliminated, there is practically no timber and very little brush. For that reason, the shortening of the project will net no material saving in clearing and grubbing cost. The low bidder is, therefore, not agreeable to any reduction being made in the lump sum amount bid for the clearing and grubbing item, because of the small reduction in right of way area.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

H. H. Probert
Office Engineer

HHP:RR

R

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SEP 19 1941
FOR FILING

98-2

#2466

March 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of Form PR 46, listing material requirements for the Elner Creek-Spencer Creek Section, Project No. SN-FAP 98 (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/RR

Encl.

CONTRACT# [redacted] 2463

SN-FAP 196-I(1) Canyon Cr.-Bryant Hill 1941
Sec., Santiam Hwy.
#2467

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Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

196-I-1

June 15, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 196-I(1)
Canyon Creek-Bryant Hill Section
Santiam Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encl.

RECEIVED
JUN 16 1944
OREGON
STATE HIGHWAY COMMISSION

Ha4pr. 12820

Section I(1),
Oregon Federal Aid Project No. SN-FAP 196

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 1, 1941 by The Oregon State Highway Commission, and on November 25, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 196, Section I(1); and

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested an increase in the Federal share payable on account of said project as authorized in Section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.), and has requested that the Federal funds approved and set aside to the credit of the project be increased from $83,400.00 to $118,430.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred eighteen

thousand, four hundred thirty and 00/100 dollars ($118,430.00) as the share of the United States payable under said act on account of Section I(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section I(1) of said project shall not in any event exceed the sum of one hundred eighteen thousand, four hundred thirty and 00/100 dollars ($118,430.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred forty-seven thousand, sixty-one and 75/100 dollars ($147,061.75), the approved total estimated cost of Section I(1) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on Febr 14 1944, and the Administrator on MAY 23 1944.

OREGON STATE HIGHWAY COMMISSION

By T.H. Banfield
Chairman, State Highway Commission

By ______________________
Member, State Highway Commission

By ______________________
Member, State Highway Commission

RECOMMENDED FOR APPROVAL:

____
STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads

Section I(1)
Oregon Federal Aid Project No. SN-FAP 196

Form PR. 2—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible]-FAP 196-I(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $147,061.75 in lieu of the $83,400.00 approved by Certificate dated November 25, 1941 as the total estimated cost of said project, and the sum of $110,430.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....
one thousand nine hundred and MAY 23 1944

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

196-I-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 10 1944
FOR FILING

February 7, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office for Oregon SN-FAP 196-I(1), Canyon Creek-Bryant Hill section of the Santiam Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
FEB 8 1944
STATE HIGHWAY COMMISSION

Jm

RECEIVED
JAN 3 1944
FOR FILING

196-I-1

December 22, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Canyon Creek-Bryant Hill Section, Project No. SN-FAP 196-I (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. SN-FAP 196-I (1)

CANYON CREEK-BRYANT HILL SECTION
OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, September 10, 1943

WORK PERFORMED PRIOR TO MAY 27, 1941

All Required	Clearing and Grubbing (60%)		$ 3,000.00
		Subtotal	$ 3,000.00
		Engr. and Cont.	450.00
			$ 3,450.00

WORK PERFORMED SUBSEQUENT TO MAY 27, 1941

All Required		Clearing and Grubbing (40%)		$ 2,000.00
820	cu. yds.	Structural Excavation, Unclassified	$ 2.00	1,640.00
340	cu. yds.	Trench Excavation, Unclassified	1.00	340.00
38,000	cu. yds.	General Excavation, Locations "A", Unclassified	.50	19,000.00
144,000	cu. yds.	General Excavation, Locations "B", Unclassified	.27	38,880.00
388,000	yd. stas.	Short Overhaul	.01	3,880.00
14,000	C-yd. stas.	Long Overhaul	.20	2,800.00
7,600	lin. ft.	Rounding Cutbanks	.10	760.00
3.33	miles	Finishing Roadbed and Slopes	300.00	999.00
100	lin. ft.	9" Perforated Corr. Metal Pipe	1.50	150.00
1,200	lin. ft.	18" Corr. Metal Pipe	2.25	2,700.00
100	lin. ft.	24" Corr. Metal Pipe	4.00	400.00
130	lin. ft.	18" Concrete Pipe	2.25	292.50
20	lin. ft.	24" Concrete Pipe	4.00	80.00
710	lin. ft.	Salvaging Culvert Pipe	1.50	1,065.00
20	cu. yds.	Rock Backfill in Drains	3.00	60.00
14,000	tons	3" - 0" Crushed Rock in Subbase	1.29	18,060.00
11,100	tons	4½" - 2" Rock in Base	1.29	14,319.00
7,000	tons	3/4" - 0" Rock in Base and Shoulders	1.29	9,030.00
400	M-gals.	Sprinkling	1.00	400.00
3.33	miles	Preparation of Base	100.00	333.00
3,900	tons	Furnishing and Placing Aggregates	2.00	7,800.00

42	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	$ 20.00	$ 840.00
256	tons	Furnishing and Placing RT-8 Tar	19.00	4,864.00
		Subtotal		$130,691.90
		Engr. and Cont.		12,919.85
		Total		$143,611.75

Length of Roadway	3.334 miles
Length of Bridge (Exception)	.030 mile
Total Length	3.364 miles
Cost per mile, Roadway	$ 44,109.70

Note: Oiling not to be constructed across bridge

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Prior to May 27, 1941	$ 3,450.00	$ 2,105.00	$ 1,345.00
Work Subsequent to May 27, 1941	143,611.75	116,325.00	27,286.75
	$147,061.75	$118,430.00	$ 28,631.75

State Funds for Construction: Chap. 175, laws 1917; Chap. 71, laws 1929;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Class of Funds	Total Cost	Federal Aid Funds	Length
1942 Federal Aid Funds	$103,462.86	$87,400.00	2.378 miles
1943 Federal Aid Funds	43,598.89	31,030.00	.956 mile

[illegible] FOR FILING

196-I-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 3, 1943

Subject: Request for release of warrants on final estimates.

To: Mr. H. R. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	233[illegible]	2467	16-Final	Leonard & Slate	4,869.37	237488	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

ACCEPTED? Yes. Ok to release am

ACCOUNTING DIVISION

By ____________
Bookkeeping Dept.

NOTED
A. L. MONSON

Approved ____________
Secretary

RECEIVED
FEB [illegible] 1943
FOR FILING

196-I-1

February 26, 1943

Mr. Homer G. Johnson
3166 North Greeley
Portland, Oregon

Dear Sir:

This acknowledges receipt of your statement advising that your claim, in the amount of $2,270, against Leonard & Slate, in connection with state highway contract No. 2467, has been settled. We wish to thank you for this information.

Very truly yours,

AM [illegible] Secretary

cc - Great American Indemnity Co.
Marvel Wells-Reed Ins. Agency
Failing Building
Portland, Oregon

[illegible]

NOTED
A. L. MONSON

WILBUR, BECKETT, HOWELL & OPPENHEIMER
Attorneys at Law
Board of Trade Building
Portland, Oregon

February 22, 1943

RECEIVED
FEB 2
LEGAL DEPT

COPY

State Highway Commission
Salem, Oregon

Gentlemen:

This will advise that the claim of Homer G. Johnson against Leonard & Slate and Great American Indemnity Company on Contract No. 2467 has been compromised and that the action which was filed to enforce payment of said claim has been dismissed with prejudice and without costs to either party.

Very truly yours,
WILBUR, BECKETT, HOWELL & OPPENHEIMER

By Calvin M. Souther, (Signed)

CNA:Y

cc Great American Indemnity Co.
409 Failing Building
Portland, Oregon

I hereby certify the above statement to be correct and that the above claim has been settled.
Homer G. Johnson

COPY

RECEIVED
1943

REFERRED TO
miss Menson
BY SECRETARY
record on card

RECEIVED
[illegible]

196-I-1

February 24, 1943

Mr. Homer G. Johnson
3166 North Greeley
Portland, Oregon

Dear Sir:

I am inclosing herewith a copy of a letter that was received in this office today from Wilbur, Beckett, Howell & Oppenheimer relative to your claim against Leonard & Slate in connection with state highway contract No. 2467.

Will you please verify the statement made therein so that we may indicate on our records that your claim has been satisfied. May this please have your early attention.

Very truly yours,

AM

Secretary

NOTED
A. L. MONSON

R. W. WILBUR
H. B. BECKETT
F. C. HOWELL
E. K. OPPENHEIMER
ROBERT T. MAUTZ
CALVIN N. SOUTHER

WILBUR, BECKETT, HOWELL & OPPENHEIMER
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

CABLE ADDRESS
WILBUR

February 22, 1943

State Highway Commission
Salem, Oregon

Gentlemen:

This will advise that the claim of Homer G. Johnson against Leonard & Slate and Great American Indemnity Company on Contract No. 2467 has been compromised and that the action which was filed to enforce payment of said claim has been dismissed with prejudice and without costs to either party.

Very truly yours,

WILBUR,BECKETT,HOWELL & OPPENHEIMER

By:

Calvin N. Souther

CNS:Y
cc Great American Indemnity Company
409 Failing Building
Portland, Oregon

RECEIVED
FEB 24 1943
OREGON
STATE HIGHWAY COMMISSION

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[illegible] 1943
FOR FILING

196-I-1

January 30, 1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2467 for construction of the Canyon Creek-Bryant Hill Section of the Santiam Highway, in Linn County, has been completed by the contractor, Leonard and Slate, and that final settlement, in the amount of $4,869.37, will be made on or after February 9, 1943.

There is one claim filed against this contract of which you have previously been notified, being that of Homer G. Johnson in the amount of $2,270.00.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $162,349.19, of which amount $123.33 represents the amount of force account items.

This contract was completed on October 15, 1942, and was accepted by the Commission on December 18, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
A. L. MONSON

RECEIVED
JAN 11 1943
FOR FILING

176-I-1

January 9, 1943

Leonard & Slate
7805 S. W. 40th Ave.
Multnomah, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 18, 1942, granted you the extension of time requested, from July 31 to October 15, 1942, without penalty, in connection with contract No. 2407, Canyon Creek-Bryant Hill Section of the Santiam Highway, in Linn County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - F. D. Mason

RECEIVED
DEC 30 1942
FOR FILING

196-I-1

December 29, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard & Slate, on contract No. 2467, covering grading, surfacing and bituminous macadam construction on the Canyon Creek-Bryant Hill Section of the Santiam Highway, in Linn County. This payment, in the amount of $10,735.04, will be made on or after January 8, 1943. The retained percentage is $4,870.51.

A claim, in the amount of $2,270.00, has been filed against this project, of which you have been previously notified.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

Form E-1-5M-4-42

196-I-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 19, 1942

Section Canyon Creek-Bryant Hill

Kind of work Grading, Surfacing and Bit. Mac.

Highway Santiam

Section prefix 22-1036

Contractor Leonard & Slate

Contract number 2467

Date of contract May 12, 1941

Date of completion July 31, 1942

Date work started May 19, 1941

Estimated date of completion ...., 19....

Amount of contract $135,542.50

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $ 163,024.53

Per cent of contract completed, based on total contract price ....%

Engineering cost to date, $ 12,280, 7.5 %

Date project was completed October 15, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The party worked all week completing the semi-final estimate and construction profile tracing, assempling notes and records. All data was forwarded to Salem by express Saturday.

RECEIVED
DEC 21 1942
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Signed J. C. Chapman

Address Cascadia, Oregon

NOTED
E. M. BOOTH

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County,....%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Clear, frosty		
Tuesday	" "		
Wednesday	" "		
Thursday	" "		
Friday	Cloudy		
Saturday	"		

STATE PRINTING DEPT.

196-I-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.

December 10, 1942

RECEIVED
DEC 11 1942
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 196-I (1), Canyon Creek-Bryant Hill Section of the Santiam Highway ______, was made by a representative of this office on November 16, 1942. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 11 1942
STATE HIGHWAY COMMISSION

Ivon

RECEIVED
NOV 13 1942
FOR FILING

196-I-1

November 12, 1942

Wilbur, Beckett, Howell & Oppenheimer
Attorneys at Law
Board of Trade Building
Portland, Oregon

Attention: Calvin N. Souther

Gentlemen:

This acknowledges receipt of your letter of November 10, 1942, and the inclosed affidavit of claim of Homer G. Johnson against Leonard & Slate's contract, No. 2467, for construction of the Canyon Creek-Bryant Hill Section of the Santiam Highway, in Linn County.

As requested, I am pleased to hand you herewith a certified copy of contract No. 2467, and the bond furnished in connection therewith.

Very truly yours,

AN

Secretary

R. W. WILBUR
H. B. BECKETT
F. C. HOWELL
E. K. OPPENHEIMER
ROBERT T. MAUTZ
CALVIN N. SOUTHER

WILBUR, BECKETT, HOWELL & OPPENHEIMER
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

CABLE ADDRESS
WILBUR

November 10, 1942

State Highway Commission
Salem
Oregon

Gentlemen:

I enclose affidavit of Homer G. Johnson for copy of contract and bond on the Canyon Creek and Bryant Hill, East of Cascadia, job, the same being contract No. 2467.

Please send copies of contract and bond on this job to this office.

Very truly yours,

WILBUR, BECKETT, HOWELL & OPPENHEIMER

By Calvin N. Souther
Calvin N. Souther

CNS/h
Enc.

REFERRED TO
Miss [illegible]
BY SECRETARY

prepare certified copy
of contract & bond

RECEIVED
NOV 12 1942
STATE HIGHWAY COMMISSION

STATE OF OREGON)
County of Multnomah) ss.

I, Homer G. Johnson, being first duly sworn, depose and say:

That I furnished labor and/or materials to O. C. Yocom in the form of equipment, rentals and repairs; that such equipment was used by O. C. Yocom in the prosecution of the work under the contract which Leonard & Slate had with the State of Oregon for work on a 3.33 mile section between Canyon Creek and Bryant Hill, East of Cascadia, the same being contract No. 2467; that such rentals represent the time that said equipment was used and said repairs were made necessary by reason of the work on said contract; that your affiant filed claim with the State of Oregon against the bond taken from Leonard & Slate and Great American Indemnity Company in connection with said contract and that your affiant desires a copy of said contract and bond in order that your affiant may institute an action on the same.

Homer G. Johnson

Subscribed and sworn to before me this 2nd day of November, 1942.

Notary Public for Oregon
My Commission Expires 9/7/43

RECEIVED
27
FOR [illegible]

196-I-1

October 26th, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time for Leonard & Slate, on their contract No. 2467, ER-267 196-I (1), Canyon Creek-Bryant Hill Section of the [illegible] Highway, from the original completion date of July 31st, 1942 to October 15th, 1942.

This contract was awarded on May 12th, 1941 and the work started May 19th, 1941, but very unseasonal rains occurred on August 20th, 1941 which practically stopped grading operations for the year 1941. The contractors were finally able to open up the road for through travel, but nothing could be done until the summer of 1942 toward completing the grading.

It is my recommendation, therefore, that the contract be extended without penalty.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

B

cc to: H. G. Smith

RECEIVED
AUG 20 1942
FOR FILING

196-I-1

August 19, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen;

Attached hereto is a copy of a claim in the amount of $2,270.00, which has been filed in the office of the Secretary of State by Homer O. Johnson, against the bond taken from Leonard and Slate, in connection with state highway contract No. 2467, for 3.33 miles grading, surfacing and bituminous macadam construction on the Canyon Creek-Bryant Hill Section of the Santiam Highway, in Linn County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - Leohard & Slate
7805 S. W. 40th Ave.
Portland, Oregon

August 19, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of August 18, enclosing copies of a claim in the amount of $2,270.00, which has been filed in your office by Homer G. Johnson, against the bond taken from Leonard & Slate in connection with state highway contract No. 2467, for 3.33 miles grading, surfacing and bituminous macadam construction on the Canyon Creek-Bryant Hill Section of the Santiam Highway, in Linn County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

ES

NOTED
D. G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

August 18, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed are three copies of a notice of claim by Homer G. Johnson in the amount of $2,270.00 for labor and materials furnished, against the bond taken from Leonard & Slate and Great American Indemnity Company for the work of grading etc, under contract No. 2467.

Kindly acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FL

Enc. 3

REFERRED TO
Klebard
BY

prepare usual letters

RECEIVED
19 1942
ON

August 11, 1942

TO THE STATE OF OREGON:

Notice is hereby given that the undersigned, Homer G. Johnson, has a claim for labor and/or materials, consisting of rental for, and repairs to, a crusher, in the sum of Twenty-two Hundred Seventy Dollars ($2270) against the bond taken from Leonard & Slate and Great American Indemnity Company for the work of grading, surfacing and bituminous macadam on a 3.33-mile section between Canyon Creek and Bryant Hill east of Cascadia under Contract No. 2467.

HOMER G. JOHNSON

Endorsed:

File No. 3067

Filed-August 18, 1942
EARL SNELL, Secretary of State

196-I-1

Stencil No. 124

RECEIVED
DEC 1941
FOR FILING

R C

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 19, 1941

Ore. SN-FAP 196-I (1)
Canyon Creek-Bryant Hill Sec.
Santiam Highway

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

Jon

1.

WA+PR-12820

Form P. R. 2

State Oregon

Federal Aid Project No. [illegible]-SAP 136-X(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of Nov., 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of June, 1933, a project statement, which was approved on the 8th day of July, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section X(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 21st day of April 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-three thousand, four hundred and 00/100 dollars ($83,400.00) as the share of the United States payable under said act on account of Section X(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State : Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 523, laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1615+00 in the NW¼, Section 33, T. 13 S., R. 3 E., W.M., and survey station 1793+26.4 in the NW¼, Section 36, T. 13 S., R. 3 E., W.M., (excepting therefrom the bridge between stations 1631+89.5 and 1633+49.5)

, length 3.334 miles, in Linn County, being Section I(1) of Oregon Federal Aid project No. [illegible]-FAP 196 consisting of 3.334 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section X(1) of said project shall not in any event exceed the sum of eighty-three thousand, four hundred and 00/100 dollars ($83,400.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred forty-seven thousand, sixty-one and 75/100 dollars ($147,061.75), the approved total estimated cost of Section X(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 589, Laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of NOV 25 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
____
(Title of officer)

By ________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible]-FAP 196-I(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 147,061.75 as the total estimated cost of said project, and the sum of $ 83,100.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....
one thousand nine hundred and NOV 25 1941

Federal Works Administrator,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

K

RECEIVED
NOV 28 1941
FOR FILING

796-I-4

November 27, 1941

Mr. Thor Helmen
575 Grove Street
Lebanon, Oregon

Dear Sir:

This will acknowledge receipt of your letter of November 24, enclosing a bill, in the amount of $16.37 for 3,274 feet of lumber, which you contended Leonard and Slate refused to pay, and asked that the Highway Commission pay the bill.

This will also acknowledge receipt of your letter of November 24, informing us that Leonard and Slate paid the bill in full. In consideration of your second letter, we will ignore the bill and consider the matter settled.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

THOR HELMEN
AGENT FOR LOUIS W. HILL

575 GROVE STREET
LEBANON, OREGON

November 26,1941

RECEIVED
NOV 27 1941
STATE H[illegible] ISSION

Oregon State Highway Department
Salem, Oregon

Gentlemen:

I sent you a letter dated November 24th and enclosed a bill to the amount of $16.37.

I now want to inform you that it will not be necessary for you to pay the bill as Mr. Leonard of Leonard & Slate paid the bill in full yesterday November 25, 1941.

Yours very truly,

Thor Helmen

Thor Helmen

TH:JB

REFERRED TO
DeHart
BY SECRETARY

acknowledge & record on card.
send copy of this & surety with cc to contractor
4133

THOR HELMEN
AGENT FOR LOUIS W. HILL

575 GROVE STREET
LEBANON, OREGON

November 24, 1941

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Enclosed, herewith, you will find a bill to the amount of $16.37 (which Mr. Chapman informed me that Mr. Leonard would pay).

The point is now that Leonard refuses to pay the amount and, therefore, I am billing you.

Mr. Chapman, I am sure, can explain this whole thing to you.

Yours very truly,

Thor Helmen

Thor Helmen

TH:JB
Enc.

STATEMENT

October 30, 1941

Oregon State Highway Department

Cascadia, Oregon

IN ACCOUNT WITH

LOUIS W. HILL

Timber cut at gravel pit.

Section 35, T13S, R2E.

Red Fir	3,274'	@ $5.00 per M	$16.37

COMPARED WITH REC. RECORD

PRICES CHECKED

EXT. & FOOTINGS CHECKED

COST DIS. TRANS.

APPROVED FOR PAYMENT

Please hand or mail check drawn payable to Louis W. Hill to Thor Helmen 575 Grove St., Lebanon, Oregon for transmission to Mr. Hill.

STATEMENT

October 30, 1941

Oregon State Highway Department

Cascadia, Oregon

IN ACCOUNT WITH

LOUIS W. HILL

Timber cut at gravel pit.

Section 35, T13S, R2E.

Red Fir	3,274'	@ $5.00 per M	$16.37

COMPARED WITH REC. RECORD________

PRICES CHECKED________

EXT. & FOOTINGS CHECKED________

COST DIS. TRANS________

APPROVED FOR PAYMENT________

Please hand or mail check drawn payable to Louis W. Hill to Thor Helmen 575 Grove St., Lebanon, Oregon for transmission to Mr. Hill.

STATEMENT

October 30, 1941

Oregon State Highway Department

Cascadia, Oregon

IN ACCOUNT WITH

LOUIS W. HILL

Timber out at gravel pit.

Section 35, T13S, R3E.

Red Fir	3,274'	@ $5.00 per M	$16.37

COMPARED WITH REC. RECORD ________

PRICES CHECKED ________

EXT. & FOOTINGS CHECKED ________

COST DIS. TRANS ________

APPROVED FOR PAYMENT ________

Please hand or mail check drawn payable to Louis W. Hill to Thor Holmen 575 Grove St., Lebanon, Oregon for transmission to Mr. Hill.

R R

RECEIVED
OCT 31 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon SN-FAP 196-I (1)
Canyon Creek-Bryant Hill Sec.
Santiam Highway

October 15, 1941

196-I-1

RECEIVED
OCT 16 1941
STATE HIGHWAY [illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Iron

R

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

RECEIVED
OCT - 7 1941
FOR FILING

176-I-1

October 3, 1941

IN REPLY PLEASE
REFER TO FILE NO.
E2-1036

NOTED
State Highway Engineer

Gilley, Humphreys & Sercombe,
Attorneys at Law,
904 Yeon Building,
Portland, Oregon.

Attention: Mr. F. M. Sercombe.

Gentlemen:

This will reply to your letter of October 1st asking information regarding the closing of the South Santiam Highway.

From our field reports I find that the road was in very bad shape during the first part of the week ending September 6th and traffic had to be towed through the new grade due to the heavy rain storms, but during the latter part of the week traffic negotiated the stretch without much trouble. Our road reports over the air and through the press advised traffic to use Oregon 222 or U. S. 28.

The contractor graded on Monday, September 8th, and on Tuesday night, September 9th, the road became impassable to any traffic and was definitely closed, and flagmen were placed at the Santiam Junction and at Sweet Home to warn traffic of the condition. On Wednesday, September 10th, signs were placed at the Santiam Junction and the Crabtree Corner near Albany.

This closure of the road occurred about three miles east of Cascadia. The road is still closed at this point and it is very uncertain as to when it can be opened, depending a great deal upon the weather conditions. At least a week's good weather will be required to finish a short piece of grading and get a rock covering to carry traffic.

Yours very truly,

F. D. MASON,
Division Engineer.

FDM:AM
cc Mr. R. H. Baldock
Mr. H. G. Smith

COPY

GILLEY, HUMPHREYS & SERCOMBE
Attorneys at Law

Robert W. Gilley
Lester W. Humphryes
F. M. Sercombe

904 Yeon Building
Portland, Oregon
Broadway 5484

October 1, 1941.

State Highway Commission
Salem, Oregon.

Re: Harold F. Watkins

Gentlemen:

Will you please advise whether or not South Santiam Highway was closed to public travel on September 8, 1941 and if this highway was not absolutely closed, will you please advise what, if any, restrictions were placed upon travel, particularly on that portion between Cascadia and the Junction with the North Santiam Highway.

Very truly yours,

GILLEY, HUMPHREYS & SERCOMBE

By
F. M. SERCOMBE (Signed)

FMS:S

R

RECEIVED
SEP 18 1941
FOR FILING

196-F-1

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Canyon Creek-Bryant Hill Section, Project No. SN-FAP 196-I (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. [illegible]-FAP 196-I (1)

CANYON CREEK-BRYANT HILL SECTION
OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 10, 1941

All Required		Clearing and Grubbing		$ 5,000.00
820	cu. yds.	Structural Excavation, Unclassified	$ 2.00	1,640.00
340	cu. yds.	Trench Excavation, Unclassified	1.00	340.00
38,000	cu. yds.	General Excavation, Locations "A", Unclassified	.50	19,000.00
144,000	cu. yds.	General Excavation, Locations "B", Unclassified	.27	38,880.00
388,000	yd. stas.	Short Overhaul	.01	3,880.00
14,000	C-yd.stas.	Long Overhaul	.20	2,800.00
7,600	lin. ft.	Rounding Cutbanks	.10	760.00
3.33	miles	Finishing Roadbed and Slopes	300.00	999.00
100	lin. ft.	9" Perforated Corr. Metal Pipe	1.50	150.00
1,200	lin. ft.	18" Corr. Metal Pipe	2.25	2,700.00
100	lin. ft.	24" Corr. Metal Pipe	4.00	400.00
130	lin. ft.	18" Concrete Pipe	2.25	292.50
20	lin. ft.	24" Concrete Pipe	4.00	80.00
710	lin. ft.	Salvaging Culvert Pipe	1.50	1,065.00
20	cu. yds.	Rock Backfill in Drains	3.00	60.00
14,000	tons	3" - 0" Crushed Rock in Subbase	1.29	18,060.00
11,100	tons	4½" - 2" Rock in Base	1.29	14,319.00
7,000	tons	3/4" - 0" Rock in Base and Shoulders	1.29	9,030.00
400	M-gals.	Sprinkling	1.00	400.00
3.33	miles	Preparation of Base	100.00	333.00
3,900	tons	Furnishing and Placing Aggregates	2.00	7,800.00
42	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	20.00	840.00
256	tons	Furnishing and Placing RT-8 Tar	19.00	4,864.00
		Subtotal		$ 133,692.50
		10% Engr. & Cont.		13,369.25
		Total		$ 147,061.75

Length of Roadway	3.364 miles
Length of Bridge (Exception)	.030 mile
Total Length	3.334 miles
Cost per mile, Roadway	$ 44,109.70

Note: Oiling not to be constructed across bridge

Federal Aid Funds- -	$ 83,400.00
State Funds- -	63,661.75
	$ 147,061.75

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
JUN 3 1941
FOR FILING

196-I-1

June 2, 1941

LEONARD & SLATE
Multnomah, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2467 which was awarded to you by the State Highway Commission on May 12, 1941, covering the grading, surfacing, and bituminous macadamizing of the Canyon Creek-Bryant Hill Section of the Santiam Highway, in Linn County. We are also sending a fully executed copy to the surety on your bond.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. G. DeSart

RECEIVED
MAY 15 1941
FOR FILING

SN-FAP-196-I-1

May 14, 1941

Leonard & Slate
Multnomah, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2467, which was awarded to you by the State Highway Commission on May 12, 1941, for grading, surfacing and bituminous macadam on the Canyon Creek-Bryant Hill Section of the Santiam Highway, in Linn County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the Printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JUL 29 1941
FOR FILING

196-I-1

May 12, 1941.

Leonard & Slate
Multnomah, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today contract covering the 3.33 miles grading, surfacing and bituminous macadam on the Canyon Creek-Bryant Hill Section of the Santiam Highway, in Linn County. This award was made on the basis of the low bid submitted by you on May 8, 1941, in the amount of $136,542.50, using tar.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBG:MC

cc - S. H. Probert

get confirmed

M

VICE DESIRED			
		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON
MAY 12, 1941

LEONARD AND SLATE
MULTNOMAH, OREGON

STATE HIGHWAY COMMISSION AWARDS TO YOU TODAY CONTRACT COVERING CANYON CREEK-BRYANT HILL SECTION OF THE SANTIAM HIGHWAY IN LINN COUNTY BASED ON LOW BID SUBMITTED BY YOU MAY EIGHTH USING TAR. CONTRACT FORMS FOLLOW SHORTLY

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

196-I-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 14 1941
FOR FILING

RECEIVED
MAY 13 1941

May 12, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your telephone conversation and telegram of today advising that all necessary rights of way have been acquired for Oregon project No. SN-FAP 196-I (1), the Canyon Creek-Bryant Hill Section of the Santiam Highway.

This will confirm our verbal concurrence in the award of contract on this project as of this date to Leonard & Slate, Multnomah, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
FOR FILING

115 - I - 1

Charge to the account of ______________________ $ ______

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 12, 1941

RECEIVED
MAY 14 1941
FOR FILING

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

PLEASE CONCUR IN AWARD TODAY OF CONTRACT FOR CANYON CREEK-BRYANT HILL PROJECT TO LEONARD AND SLATE STOP ALL REQUIRED RIGHT OF WAY IS ACQUIRED

R. H. BALDOCK

REFERRED TO
Grobert
By Chief Engineer

196-I-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 25 1941

RECEIVED
APR 2 1941
FOR FILING

REFERRED TO
RN
By Asst. State Highway Engineer

April 21, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. SN-FAP 196-I (1), Canyon Creek-Bryant Hill Section of the Santiam Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until the right to occupy and use the right of way is acquired.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

K

April 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement, three copies of Form PR 46, and one copy of special provisions for the Canyon Creek-Bryant Hill Section, Project No. SN-FAP 196-I (1).

Five sets of blueprint plans are being sent under separate cover.

It is anticipated the required five bid proposals can be sent to you in the next day or so.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EE

Encl.

Oregon State Highway Department

Federal Aid Project
No. SN-FAP 196-I (1)

CANYON CREEK-BRYANT HILL SECTION

OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 17, 1941

All Required		Clearing and Grubbing		$ 8,000.00
820	cu. yds.	Structural Excavation, Unclassified	$ 1.00	820.00
340	cu. yds.	Trench Excavation, Unclassified	1.00	340.00
38,000	cu. yds.	General Excavation, Locations "A", Unclassified	.50	19,000.00
144,000	cu. yds.	General Excavation, Locations "B", Unclassified	.25	36,000.00
388,000	yd. sta.	Short Overhaul	.007	2,716.00
14,000	C-yd.sta.	Long Overhaul	.40	5,600.00
7,600	lin. ft.	Rounding Cutbanks	.10	760.00
3.33	miles	Finishing Roadbed and Slopes	250.00	832.50
100	lin. ft.	9" Perforated Corr. Metal Pipe	1.00	100.00
1,200	lin. ft.	18" Corr. Metal Pipe	2.25	2,700.00
100	lin. ft.	24" Corr. Metal Pipe	3.25	325.00
130	lin. ft.	18" Concrete Pipe	2.25	292.50
20	lin. ft.	24" Concrete Pipe	3.25	65.00
710	lin. ft.	Salvaging Culvert Pipe	.80	568.00
20	cu. yds.	Rock Backfill in Drains	2.00	40.00
14,000	tons	3" - 0" Crushed Rock in Subbase	.90	12,600.00
11,100	tons	4½" - 2" Rock in Base	1.00	11,100.00
7,000	tons	3/4" - 0" Rock in Base and Shoulders	1.00	7,000.00
400	M-gals.	Sprinkling	1.50	600.00
3.33	miles	Preparation of Base	100.00	333.00
3,900	tons	Furnishing and Placing Aggregates	2.20	8,580.00
42	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	20.00	840.00
214	tons	Furnishing and Placing 151-200 Asphalt	22.00	4,708.00
256	tons	Furnishing and Placing RT-8 Tar	18.00	4,608.00
		Subtotal		$123,820.00
		10% Engr. & Cont.		12,382.00
		Total		$136,202.00

Length of Roadway	3.364 miles
Length of Bridge (Exception)	.030 mile
Total Length	3.334 miles
Cost per mile, Roadway	$ 40,852.42

Note: Oiling not to be constructed across bridge.

Federal Aid Funds- -	$ 54,000.00
State Funds- -	82,202.00
	$136,202.00

CANYON CREEK-BRYANT HILL SECTION

PROJECT NO. SN-FAP 196-I (1)

While negotiations for right of way are in progress, ten parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be fully acquired within twenty days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

April 17, 1941

PR 46

Roadway (Canyon Creek-Bryant Hill)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) May 25, 1941

State Oregon

Completion Date (Est.) July 31, 1942

Project No. NH-FAP 196-E (1)

Estimated Total Cost Roadway $ 136,202.00

Length: Miles 3.334

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	10	6	Metal culvert pipe	Lb.	27,000
2	Aggregates	Cy.	10	7	Reinforcing steel	Lb.	400
3	Bituminous mat.	Gal.	61,000	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	60,000
5	Timber piling	Lft.					

CONTRACT# [redacted] 2468

21-1011 Rock Creek-Benton Co. Line Sec.
Alsea Highway
2468 1941

RECEIVED
FEB 1 1943
FOR FILING

21-1011

February 1, 1943

General Casualty Company of America
Dooly & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2448, for construction of the Rock Creek-Benton County Line Section of the Alsea Highway, in Lincoln County, has been completed by the contractor, E. L. Gates, and that final settlement in the amount of $1,365.18, will be made on or after February 11, 1943.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $41,451.16 and that no force account work was performed therein.

This contract was completed on August 27 and was accepted by the State Highway Commission on October 1, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
L. MONSON

RECEIVED
DEC 30 1942
FOR FILING

21-1011

December 29, 1942

General Casualty Company of America
Ebely & Company, Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. L. Gates, on contract No. 2468, for grading, surfacing and bituminous macadam construction on the Rock Creek-Benton County Line Section, on the Alsea Highway, in Lincoln County. This payment, in the amount of $5,865.33, will be made on or after January 8, 1943. The retained percentage is $1,239.77.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

Form E-1—[illegible]—41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 19, 1942, 19

Section Rock Cr.-Benton County Line

Kind of work Grading & Surfacing

Highway Alsea

Section prefix 21-1011

Contractor E.L.Gates

Contract number 2468

Date of contract May 21, 1941, 19

Date of completion July 31, 1942, 19

Date work started May 26, 1941, 19

Estimated date of completion , 19

Amount of contract $ 68,164

Per cent of time elapsed 106 %

Estimated cost of completed project, exclusive of engineering $ 47,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 4200, 6.2 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT.

Final estimate records shipped yesterday. Crew worked three days this week on Miner Cr. remeasure. Some posts remain to be set on this job and costs will be reported on other weeklies.

RECEIVED
DEC 21 1942

NOTED
E. M. [illegible]

Signed S Walter

Address Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	Rain		

STATE PRINTING DEPT.

Form E-1—836—8-41

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 5, 1942, 19

Section Rock Cr-Benton County Line

Kind of work Grading & Surfacing

Highway Alsea

Section prefix 21-1011

Contractor E.L.Gates

Contract number 2468

Date of contract May 21, 1941, 19

Date of completion July31, 1942, 19

Date work started May 26, 1941, 19

Estimated date of completion , 19

Amount of contract . . . . $ 68,164

Per cent of time elapsed 106 %

Estimated cost of completed project, exclusive of engineering $55,000

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 3800, 5.6 %

Date project was completed Aug. 27, 1942, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Worked all week on final. Spent two days in the field remeasuring. Took two chainmen yesterday afternoon and went to Siletz to stake out right of way line around curve at 390 on the insistence of the property owner. This is the property which it was intended to take as a stockpile site and the owner refused to negotiate. Weather slightly moderated from last week, but lots of precipitation.

Estimate expceted to be complete about Dec. 15.

RECEIVED

Signed, S J Walters

Address Newport

NOTED
E. M.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Storm		
Monday	"		
Tuesday	" [illegible]		
Wednesday	clrs		
Thursday	"		
Friday	rain		
Saturday	"		

RECEIVED
NOV 24 1942
FOR FILING
21-1011

November 24, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of November 23, 1942, I wish to advise that E. L. Gates's contract No. 2268 was completed on August 27, 1942, and was accepted by the State Highway Commission on October 1, 1942.

Very truly yours,

AM

Secretary

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

November 23, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: E. L. Gates
Contract #2468

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

FJH:GL
Encl.

RECEIVED
[illegible] 2 , 1942
STATE H[illegible] [illegible]SSION

RECEIVED
OCT 16 1942
FOR FILING

21-1011

October 15, 1942

Mr. E. L. Gates
P. O. Box 896
Project City, California

Dear Sir:

The State Highway Commission, at its meeting on October 1, 1942, granted you the extension of time requested, from July 31 to August 27, 1942, without penalty, in connection with contract No. 2468 for construction of the Rock Creek-Benton County Line Section of the Alsea Highway, in Lincoln County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - F. D. Eason

RECEIVED
SEP 21 1942
FOR FILING

21-1011

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Warner

Gentlemen:

In reply to your inquiry of September 17, 1942, we advise that E. L. Gates' contract, No. 2468, was completed on August 27, 1942, but has not as yet been accepted by the State Highway Commission. The contractor has been paid the sum of $34,220.65.

Very truly yours,

AM

Secretary

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

September 17, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: E. L. Gates
Contract #2468

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

FJH:GL
Encl.

RECEIVED
[illegible]
FOR FILING

21-1011

August 25, 1942

Mr. E. L. Gates
Project City, California

Dear Sir:

I am handing you herewith a fully executed copy of the agreement between yourself and the State Highway Commission covering modification of your contract No. 2468, for grading, surfacing and bituminous macadam on the Rock Creek-Benton County Line Section of the Alsea Highway, in Lincoln County. This is for your records and files.

I have today forwarded a fully executed copy of this agreement to the surety on your bond.

Very truly yours,

Secretary

HBG:AM

Original filed in contract

August 25, 1942

General Casualty Company of America
C. H. Cleaver, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

I am handing you, herewith, a fully executed copy of the agreement between E. L. Gates and the State Highway Commission covering modification of Mr. Gates' contract No. 2468, for grading, surfacing and bituminous macadam on the Rock Creek-Benton County Line Section of the Alsea Highway, in Lincoln County. This is for your records and files.

Very truly yours,

HBG:AM

Secretary

SALEM
August 25, 1942

Agreement re contract No. 2468

Mr. S. H. Probert
Office Engineer

I am handing you herewith a fully executed copy of the agreement between E. L. Gates and the State Highway Commission covering modification of Mr. Gates' contract, No. 2468, for grading, surfacing and bituminous macadam on the Rock Creek-Benton County Line Section of the Alsea Highway, in Lincoln County. This is for your records and files.

I have forwarded a fully executed copy of the agreement to Mr. Gates and also a copy to the surety on his bond.

HBG:AM

Secretary

RECEIVED
AUG 19 1942
FOR FILING

21-1011

DOOLY & CO.

Representing GENERAL Insurance

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

ATwater 8311
BOARD OF TRADE BUILDING
PORTLAND, OREGON

August 17th, 1942

Oregon State Highway Commission
Salem, Oregon

Attention- MR. H. B. GLAISYER, Secty.

Gentlemen:-

RE: CONTRACT NO. 2468- E. L. Gates

We acknowledge your favor of the 15th instant returning four copies of agreement in connection with this contract for the reason Mr. R. J. O'Meara has not filed a copy of his Power of Attorney with the Oregon Insurance Commissioner.

Inasmuch as we are sure Power of Attorney is on file on behalf of C. H. Cleaver, of the Oregon Service Office of the General Casualty, we have had him sign each of the copies which we return, and trust they will be found in order.

Yours very truly

DOOLY AND CO

By G. W. Steidle

GWS-S
Encls.

RECEIVED
AUG 19 1942
FOR FILING

August 15, 1942

Dealy and Company
Board of Trade Building
Portland, Oregon

Attention: F. W. Steidle

Gentlemen:

We are returning, herewith, four copies of an agreement between the Highway Commission and E. L. Gates, contractor, modifying the terms of Mr. Gates' contract No. 2468 for grading, surfacing and bituminous macadam construction on the Rock Creek Benton County Line Section of the Alsea Highway, in Lincoln County.

This agreement is signed for the General Casualty Company of America by Mr. R. J. O'Meara, Attorney-in-fact. The Insurance Commissioner advises us that Mr. O'Meara's power of Attorney-in-fact is not on file in his office and he cannot approve this consent over the signature of Mr. O'Meara.

Will you please have this agreement signed for the surety by someone who has proper authority filed with the Insurance Commissioner, or have Mr. O'Meara file his power of Attorney-in-fact, therewith.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

c.c. Eason

NOTED
D. G. DeSart

DOOLY & CO.

Representing AMERICA GENERAL COMPANIES Insurance

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

ATwater 8311
BOARD OF TRADE BUILDING
PORTLAND, OREGON

Your file No. 21-1011

August 14th, 1942

Oregon State Highway Commission
Salem, Oregon

RECEIVED
AUG 15 1942
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Attention- F. D. EASON, Div. Engineer

Gentlemen:-

RE: CONTRACT 2468- E. L. Gates

Referring to your letter of August 4th to our client, Mr. E. L. Gates, Prospect City, California, we now return Agreement in quadruplicate, the same having been signed by Mr. Gates and also by the General Casualty Company of America, Surety.

Trusting these documents are found in order, we are

Yours very truly

DOOLY AND CO

By G. W. Steidle

G.W. Steidle
S

CC- E. L. Gates

VE

RECEIVED
AUG 4 1942
FOR FILING

21-1011

Salem
August 4, 1942

Contract No. 2468

Mr. F. D. Mason:

We are handing you herewith four copies of an amendatory agreement between the Highway Commission and R. L. Gates with reference to his Contract No. 2468 in Lincoln County.

Will you please look this agreement over and if it meets with your approval have the copies executed by Mr. Gates and his Surety and return them to this office.

C. B. McCullough

JM:OA

FORM E-30 30M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1942

Subject:

To: Mr. C. B. McCullough,
Office.

Dear Mr. McCullough:

Attached is the original and four copies of an amendatory agreement I have prepared at the request of Mr. Baldock and Mr. Eason covering State Highway Contract No. 2468, for work under contract with E. L. Gates in Lincoln County.

I am not sure that I have this exactly right but it conforms to information furnished me.

Yours very truly,

JMD
J. M. DEVERS

JMD:PW
Enc.

Return

AGREEMENT

THIS AGREEMENT made and entered into this ______________day of August, 1942, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State", party of the first part, and E. L. GATES, hereinafter called the "Contractor", party of the second part;

WITNESSETH:

RECITALS:

1. The parties to this agreement heretofore, to wit: on the 21st day of May, 1941, entered into a written agreement by the terms and provisions of which the Contractor agreed for the consideration therein stated to grade and thereafter surface with a bituminous macadam surface the Rock Creek-Benton County Line Section of the Alsea Highway in Lincoln County, being 2.39 miles of highway construction.

2. Said contract as above stated required the Contractor to surface said roadbed with a bituminous macadam surface, but by reason of the war emergency all or practically all of the subcontractors who engage in the crushing of rock for bituminous highway surfacing are now employed in connection with the construction of Army cantonments and Army airports, and, therefore, it is difficult and almost impossible at this time for the said Contractor E. L. Gates to sublet the said surfacing and bituminous macadam work or to purchase crushing or oiling equipment with which he could perform the said work himself.

3. Because of the circumstances and conditions above mentioned it is deemed by the State to be for the best interests of all parties concerned that the said contract, which is identified in the highway records as State

Highway Contract No. 2468, be amended by eliminating or striking therefrom the provisions requiring crushed rock surfacing with bituminous macadam wearing surface of type B-2, and by striking or eliminating therefrom the provisions requiring the stockpiling of crushed materials for maintenance purposes, and that said contract be further amended by providing a different specification in lieu of the specifications to be eliminated.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it hereby is agreed by and between these parties as follows:

1. That said original agreement be amended by striking therefrom the following items found under Schedule of Contract Prices:

Item No.	Item		Unit Price	Amount
14	3" - 0" Rock in Base For One Dollar and Fifty Cents per ton	16,000 tons	$1.50	$24,000.00
15	1" - 0" Rock in Base and shoulders For One Dollar and Fifty Cents per ton	2,800 tons	1.50	4,200.00
17	3/4" - 1/2" Crushed Rock in Stockpile For One Dollar and Fifty Cents per cu. yd.	550 cu. yds.	1.50	825.00
18	1/2" - 1/4" Crushed Rock in Stockpile For One Dollar and Fifty Cents per cu. yd.	550 cu. yds.	1.50	825.00
19	1/4" - 0" Crushed Rock in Stockpile For One Dollar and Fifty Cents per cu. yd.	400 cu. yds.	1.50	600.00
21	Preparation of Base For One Hundred Dollars per mile	2.39 miles	100.00	239.00
22	Furnishing and Placing aggregates For Two Dollars and Fifty Cents per ton	2,400 tons	2.50	6,000.00

23	Furnishing and Placing RC-3 or Emulsified Asphalt For Twenty-six Dollars per ton	26 tons	$26.00	$ 676.00
24	Furnishing and Placing 151-200 Asphalt For Twenty-six Dollars per ton	136 tons	26.00	3,536.00

2. That by striking and eliminating from said contract the above enumerated items the Contractor shall be and he is relieved from any obligation to do or perform any of said above items, and the State shall be under no obligation to pay to the Contractor under said contract any compensation or consideration connected with or in any way related to any of said items.

3. That in lieu of the performance of the above items Contractor shall be required and hereby agrees to do the following things or items for the unit price set opposite the same, to wit: Provide, deliver and spread on roadbed bar-run gravel from bars in Alsea River, in accordance with the requirements and instructions of the Engineer, which materials must be placed on the roadbed of said highway between Station 1072+65 and Station 1200+00. The estimated quantity of such materials or bar-run gravel is 10,000 cubic yards, for which the Contractor is to be paid a sum of money equal to $1.10 per cubic yard.

4. Said materials shall be measured in trucks at the point of delivery and the payment of $1.10 per cubic yard shall include any and all royalty and/or other claims, including construction of hauling road, loading, hauling and spreading on roadbed, and shaping to final finish.

5. It is admitted that the amendment of said original contract by this amendatory agreement is in the interest of the Contractor as well as

the State and therefore the Contractor consents that there are no grounds or conditions which support any claim against the State growing out of or predicated upon the amendment of said original contract as provided herein.

6. All of the work to be done by the Contractor within the meaning of this amendatory agreement shall be subject to the applicable specifications and provisions of the original agreement, and all of said work and the character and quality of materials furnished shall be subject to and shall be in accordance with the general and special provisions of the contract and shall in all particulars be subject to the approval of the State Highway Engineer.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals the day and year first above written.

STATE OF OREGON, by and through its
State Highway Commission,

ATTEST:

By____________________________
Chairman

____
Secretary

By____________________________
Commissioner

APPROVED:

By____________________________
Commissioner
Party of the First Part

____
State Highway Engineer

Executed in the presence of:

____
Party of the Second Part

____

____

In consideration of the special benefits which accrue to the principal and the undersigned surety by virtue of the foregoing amendatory agreement, the undersigned surety hereby consents to the modification of and amendment of the original agreement as provided in the amendatory agreement and consents and agrees that the bond given in support of said original agreement may remain and be in full force not only with respect to said original agreement but with respect to the foregoing amendatory agreement.

Dated this ____________ day of August, 1942.

____

By____________________________

____

JMD:FW
8/3/42

RECEIVED
JUN 18 1941
FOR FILING

21-1011

June 17, 1941

Mr. E. L. Gates
Packwood
Washington

Dear Sirs:

Herewith we are sending you a fully executed copy of Contract No. 2468 which was awarded to you on May 21, 1941, by the State Highway Commission covering the Rock Creek-Benton County Line Section of the Alsea Highway.

We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

DA

a

RECEIVED
JUN 18 1941
FOR FILING

21-1011

June 17, 1941

General Casualty Company of America
Dooly & Co.
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2468 which was awarded to E. L. Gates by the State Highway Commission on the Rock Creek-Benton County Line Section of the Alsea Highway in Lincoln County for 2.4 miles grading, surfacing and bituminous macadam.

Inasmuch as you are surety for the contractor on this job we are sending you this copy of the contract for your records and files.

Yours very truly,

STATE HIGHWAY COMMISSION

By

OA
Secretary

a

RECEIVED
JUN 18 1941
FOR FILING

21-1011

June 17, 1941

General Casualty Company of America
Dooly & Co.
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2468 which was awarded to E. L. Gates by the State Highway Commission on the Rock Creek-Benton County Line Section of the Alsea Highway in Lincoln County for 2.4 miles grading, surfacing and bituminous macadam.

Inasmuch as you are surety for the contractor on this job we are sending you this copy of the contract for your records and files.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

OA

2468

RECEIVED
MAY 23 1941
FOR FILING

21-1011

May 22, 1941

Mr. E. L. Gates
Packwood, Wash.

Dear Sir:

We are sending you today by express four copies of contract No. 2468, which was awarded to you by the State Highway Commission on May 21, 1941, covering surfacing and bituminous macadam on the Rock Creek-Benton County Line Section of the Alsea Highway in Lincoln County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JUL 29 1941
FOR FILING

21-1011

May 21, 1941

Mr. E. L. Oakes
Packwood, Washington

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Rock Creek-Benton County Line Section of the Alsea Highway, in Lincoln County. This award was based on your bid of $66,161.00, submitted on May 6, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

RB

Secretary

cc - S. H. Probert
C. S. Pearson

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON, MAY 21, 1941

R. L. GATES
PACKWOOD WASHINGTON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR ROCK CREEK-BENTON COUNTY LINE SECTION OF ALSEA HIGHWAY IN LINCOLN COUNTY, BASED ON YOUR LOW BID SUBMITTED ON MAY 8, 1941. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

FILES

Very truly yours,

STATE HIGHWAY COMMISSION

By

DGB:OA

Secretary

RECEIVED
MAY 16 1941
FOR FILING

21-1011

May 16, 1941

E. L. Gates
Packwood, Washington

Dear Sir:

This will acknowledge receipt of your letter of May 14th advising us to forward contracts for the Rock Creek-Benton County Line Section in Lincoln County to Dooly and Company, Board of Trade Building, Portland.

These contracts were expressed to you at Packwood, Washington yesterday. We trust that you will not be inconvenienced too greatly in the execution of these contracts.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DGD:GA Secretary

E. L. GATES
CONTRACTOR
WOLF POINT, MONTANA

PRESENT ADDRESS

RECEIVED
MAY 15 1941
OREGON
STATE HIGHWAY COMMISSION

Packwood, Wash.
May 14th. 1941.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:-

When the contracts are ready on the Rock Creek-Benton County Line Grad., surfacing and Bit. Macadam, Lincoln County, please mail same to Dooly & Co, Insurance, Board of Trade Bldg. Portland, Oregon

Very truly yours,
E. L. Gates

By Harold H. Hise
Harold H. Hise
Bookkeeper.

REFERRED TO [illegible]
BY SECRETARY

Go thru

CONTRACT # [redacted] 2469

123-1028 Bully Creek-Vale Sec.
Vale-West Second Hwy. 1941

2469

E.H. Boldoc

123-1028

RECEIVED
MAR 3 1942
FOR FILING

February 18th, 1942

FINAL COST ANALYSIS
Bully Creek-Vale
Vale-West Secondary Highway
Grading, Surfacing & Oiling
Tony Marrazzo, Contractor
Dean Swift, Resident Engineer

Contract No. 2469

Prefix 123-1028

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clear & Grub	$70.85	100%		$500.00	$500.00
Trench Excav., Unclass.	325.63	775.3 Cu. Yd.	$0.42	0.40	310.12
General " , "	8,483.84	47,283.8 " "	0.179	0.25	11,348.11
Overhaul	483.21	83,823.1 Yd. Sta.	0.006	0.02	1,676.46
Truckhaul	844.38	7,731.2 Yd. Mi.	0.109	0.14	1,082.37
Rounding Cutbanks	1,044.64	12,585 Lin. Ft.	0.083	0.07	880.95
Finishing Roadbed & Slopes	1,525.90	3.73 Mile	409.10	200.00	746.00
*18" Corr. Metal Pipe	23.52	8 Lin. Ft.	2.94	2.80	22.40
*18" Concrete Pipe	748.44	297 " "	2.52	2.40	712.80
*24" " "	330.75	105 " "	3.15	3.00	315.00
*36" " "	984.38	150 " "	6.56	6.25	937.50
*18" Concrete Siphon Pipe	687.96	273 " "	2.52	2.40	655.20
*24" " " "	217.35	69 " "	3.15	3.00	207.00
*Salvaging Culvert Pipe	453.60	432 " "	1.05	1.00	432.00
*Class "A" Concrete	1,034.88	28.16 Cu. Yd.	36.75	35.00	985.60
Selected Roadbed Topping	2,200.34	7,976.8 " "	0.276	0.35	2,791.88
Hauling Selected Roadbed Topping	909.23	5,970.2 Yd. Mi.	0.152	0.12	716.42
1"-0 Cr. Gravel in Base	2,328.26	3,547.8 Ton	0.656	1.10	3,902.58
Sprinkling	306.51	224.7 M-Gal.	1.364	1.50	337.05
#Preparation of Base	687.23	3.74 Mile	183.75	175.00	654.50
#3/4"-0 Screened Gravel in Binder	655.84	499.3 Ton	1.314	1.15	574.20
#Furnish & Place Aggregates	1,044.69	686.3 "	1.52	1.40	960.68
# " " " RC-3 Asph.	1,634.88	61.06 "	26.77	25.50	1,557.03

NOTED
State Highway Engineer

Bully Creek-Vale Final st Analysis

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
#Furnish & Place SC-6 Asphalt	$1,586.55	59.255 Ton	$26.77	$25.50	$1,511.00
3/4"-½" Cr. Gravel in S.P.	563.85	756.9 C.Y.	0.745	1.25	946.13
½"-¼" " " " "	410.86	551.4 C.Y.	0.745	1.50	827.10
¼"-0 " " " "	223.54	300 Cu. Yd.	0.745	2.00	600.00
Clearing & Grubbing S.P. Sites	29.88	100%		100.00	100.00
Leveling of S.P. Sites	73.09	100%		100.00	100.00
Woven Wire Stock Fence	54.74	46.2 Rod	1.18	5.00	231.00
Gates in Stock Fence	16.15	1 Each	16.15	35.00	35.00
S.P. Screen Rejects	115.78	463.1 Cu. Yd.	0.25	0.25	115.78
SP Hauling Screen Rejects	60.73	759.1 Yd. Mi.	0.08	0.08	60.73
SP Haul Adj. S.P. Mat'ls Favor of Contractor	90.06	1,125.8 " "	0.08	0.08	90.06
PA #1, 24" Corr. Iron Pipe	29.40	8 Lin. Ft.	3.675	3.50	28.00
PA #2, Haul Adj. on Gravel	274.57	4,734 Ton	0.058	0.058	274.57
PA #2, Royalty on Gravel	84.50	100%			75.00
Force Account	44.21				44.21
	$30,684.22				$37,344.43

Gross Revenue	$37,344.43
Total Cost	30,684.22
Net Profit	$6,660.21

Net Profit Equals 17.84% of Gross Revenue

* Work done by Henry Horn.
# Work done all or in part by Norris Bros.

Bully Creek-Vale

Detail of Cost to Tony Marrazzo

Labor:

Supervision	$1,032.30	
Labor	7,097.25	
State Industrial Accident Insurance	487.77	
Social Security & Unemployment Insurance	365.83	
		$8,983.15

Materials:

18" Concrete Pipe	297 lin. ft. at $1.70	$504.90	
24" " "	105 " " " 2.15	225.75	
36" " "	150 " " " 4.40	660.00	
18" Siphon Pipe	273 " " " 1.70	464.10	
24" " "	69 " " " 2.15	148.35	
18" Corr. Iron Pipe	8 " " " 1.44	11.52	
24" " " "	8 " " " 1.93	15.44	
Fence Material - All		31.80	
Stock Fence Gate	1 at $12.12	12.12	
			2,073.98

Equipment Rental, Supplies & Misc.:

Equipment Rental (Includes Repairs)	$3,449.30	
Hired Equipment	4,919.94	
Gas, Oil and Grease	2,239.35	
Small Tools & Misc.	373.00	
Royalty on Pit	75.00	
P.L. & P.D. Insurance	185.00	
Bond	373.44	
Home Office & Overhead	746.88	
Work Done by Norris Bros.	4,689.62	
Work Done by Henry Horn	2,575.56	
		19,627.09

Total Cost $30,684.22

Analysis of Crushing Costs

	Cost	Quantity	Unit Cost
Move In & Set Up	$439.03	6,747.7 Ton	$0.065
Push to Crusher	404.86	" "	0.060
Plant Operation	2,531.36	" "	0.375
Royalty on Pit	75.00	" "	0.011
Cost in Bunker	$3,450.25	6,747.7 Ton	$0.511
Hauling	$496.48	82,025.4 Ton Mi.	$0.06

Average Hourly Production - 35.1 Tons

Remarks:

This was a "State Project" and consisted of the construction, surfacing and oiling of 3.76 miles of roadway and the furnishing of 1,600 cu. yd. of crushed gravel in stockpiles. The contract was bid and awarded the 8th of May, 1941. The contractor began operations June 12th, and finished September 13th, 1941. Grading equipment consisted of one RD-8 cat and dozer, one 12 cu. yd. carryall, one ripper, two 8 cu. yd. Tournapulls, one #12 blade, one 10-ton roller and one water wagon. Crushing and hauling equipment included six 5 cu. yd. trucks, one 4 cu. yd. truck and one portable crusher. Crusher was a factory built Cedar Rapids, having one 10" x 36" Cedar Rapids jaw, one 20" x 40" set of rolls and one triple-deck 3' x 10' screen. It was powered by one PD 30 gas engine and one 225 Cummings diesel. One portable 30 cu. yd. steel bin was used with a supplementary wooden bunker set up alongside. The entire plant, except the bunkers, was mounted on rubber-tired trucks and could be moved with very little effort.

Excavation on the job was fairly easy with the exception of the large cut at stations 467 to 475. This consisted of tightly cemented gravel and while the contractor was able to rip this material he still had considerable trouble loading it with Tournapulls as it broke into large chunks. Finishing operations were considerably higher than bid prices, but this was directly due to two things: Extremely loose and fluffy material on most of the job and hard cemented gravel on the remainder was hard to work, and the bid price was too low for finishing material of this sort.

The contractor obtained his topping material from the designated pit, but found it would be impossible to get enough material from this same source to complete his crushing operations and was forced to find a new source of material. This new source had .7 of a mile further haul than the original pit, and the contractor was paid for the extra haul and also for royalty on the new material by price agreement.

Crushing of all materials used on the job and stockpiled was handled very efficiently, and crushing costs were extremely low.

Due to an oversight in making his bid, the contractor did not allow enough money for the laying of his oil rock, and although his crushing costs were low, he still showed a loss on screened gravel in the binder course and aggregate rock.

The preparation and oiling work on the job was done by Norris Bros., and the trench excavation, laying of pipes and Class "A" Concrete work were subbed to Henry Horn.

Although a loss was shown on finishing and on oiling work, the extremely low costs of producing crushed rock and the efficient handling of this job, still left a substantial profit.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
DEC 26 1941
FOR FILING

123-1028

R

December 24, 1941

United Pacific Insurance Company
Jo Stroyan
Board of Trade Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that revised final payment will be made to Tony Marrasse on his contract No. 2469, for grading, surfacing and oiling the Bully Creek-Vale Section of the Vale-West Secondary Highway, in Malheur County, on or after January 3, 1942.

This final payment will be made in lieu of the one of which you were notified in our letter of November 18, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $37,344.43, of which $44.21 is for force account work. This contract was completed on September 13, 1941, and accepted by the Commission on October 17, 1941.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

DGD:RS

Secretary

NOTED
D DeSart

RECEIVED
NOV 19 1941
FOR FILING

123-1028

R

November 18, 1941

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2469 for work on the Bully Creek-Vale Section of the Vale-West Secondary Highway, in Malheur County, has been completed by the contractor, Tony Marrazzo, and that final settlement will be made on or after November 28, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $37,300.22, including final payment, and that no force account work was performed therein. This contract was completed on September 13, 1941, and accepted by the Commission October 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED

RECEIVED
OCT 15 1941
FOR FILING

123-1028

R

OREGON STATE HIGHWAY COMMISSION
INTERDEPARTMENT CORRESPONDENCE

October 14, 1941

United Pacific Insurance Company
Jo Stroyan
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Tony Marrazzo, on contract No. 2469, covering the Bully Creek-Vale Section of the Vale-West Secondary Highway, in Malheur County. This payment, in the amount of $3,683.78, will be made on or after October 24, 1941. The retained percentage is $1,106.38.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. DeSart

RECEIVED
SEP 17 1941
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

123-1028

Baker, Ore.
Sept. 13,1941

RECEIVED
15 1941

Subject: Work completed
Bully Creek - Vale

To: Mr. R.H.Baldock, Chief Engr.
State Highway Department,
Salem, Oregon.

Dear Sir:

Work finished this date (Sept.13th) on the Bully Creek - Vale section, contract No. 2469.

Very truly yours,

Dean Swift.

Dean Swift, Res. Engr.

cc Mr. H.G.Smith
Mr. W.C.Williams

NOTED
State Highway Engineer

R

Form E-1—5M—10-40

No. 13

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 6,1941, 19

Section Bully Creek - Vale

Kind of work Grad. and Surf.

Highway Vale West

Section prefix 123-1028

Contractor Tony Marrazzo

Contract number 2469

Date of contract May. 21,1941, 19

Date of completion Sept.15,1941, 19

Date work started June 12,1941, 19

Estimated date of completion Sept. 10,1941, 19

Amount of contract $ 40,353.10

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering $ 40,353.10

Per cent of contract completed, based on total contract price 95 %

Engineering cost to date, $ 1600, 6 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Grading Has all been finished, and all crushing is completed. The Prime shot of RC-3 was finished today, and expect to place the 0-30 oiling and completely finish the job sometime next week.

RECEIVED
SEP 8 - 19

NOTED
RAY WEBBER

Signed Dean Swift

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.76	3.76		3.76	
Miles partially completed	XXXXXX	XXXXXX	-	3.76	
Miles completed	3.76	3.76			
Total estimated quantities	50,000	12,500	1500		
Estimated quantities moved or placed to date	50,000	12,500	1500		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				12	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants 1,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	fair		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
JUN 14 1941
FOR FILING

123-1028

June 12, 1941

Mr. Tony Marrazzo
Boise, Idaho

Dear Sir:

This will acknowledge receipt of your letter of June 10 and advise that we are sending you today by express a fully executed copy of contract No. 2469, which was awarded to you on May 21, 1941, by the State Highway Commission, covering 3.76 miles grading, surfacing and oiling, on the Bully Creek-Vale Section of the Vale-West Secondary Highway, and also a fully executed copy of No. 2470, awarded to you on the same date, for grading, surfacing and oiling, and the construction of a bridge, on the Cow Hollow Creek-Adrian Junction Section of the Vale-Adrian County Road. These copies are for your records and files. We are also sending an executed copy of each contract to the surety on your bond.

In accordance with your request, we are also mailing you, under separate cover, copies of the plans for these jobs. We trust that this will permit you to proceed at once with work on these projects.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

TONY MARRAZZO

CONTRACTOR

RECEIVED
JUN 12 1941
STATE HIGHWAY COMMISSION

Boise, Idaho
June 10, 1941

Oregon Highway Commission
Salem, Oregon

Dear Sir:

We have not as yet received the contracts for the Vale-Nyssa-Adrian job.

May we have action on this as we are ready to go and are handicapped by lack of plans?

Very truly yours,

Tony Marrazzo

2469

RECEIVED
MAY 23 1941
FOR FILING

123-1028

May 22, 1941

Mr. Tony Marrazzo
Box 876
Boise, Idaho

Dear Sir:

We are sending you today by express four copies of contract No. 2469 which was awarded to you by the State Highway Commission on May 21, 1941, covering grading, surfacing and oiling on the Bully Creek-Vale Section of the Vale-West Secondary Highway in Malheur County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 29 1941
FOR FILING

123-1028

May 21, 1941

Mr. Tony [illegible]
Box 876
Boise, Idaho

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contracts for the Bully Creek-Vale Section of the Vale-West Secondary Highway, and the Cow Hollow Creek-Adrian Junction Section of the Vale-Adrian County Road, in Malheur County. These awards were based on your combination low bid of $69,271.60, submitted on May 8, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

RG

cc - S. H. Probert
G. S. Paxson

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON, MAY 21, 1941

TONY MARRAZZO
Box 876
BOISE, IDAHO

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACTS FOR THE BULLY CREEK-VALE SECTION OF THE VALE-WEST SECONDARY HIGHWAY AND THE COW HOLLOW CREEK-ADRIAN JUNCTION SECTION OF THE VALE-ADRIAN COUNTY ROAD IN MALHEUR COUNTY BASED ON YOUR COMBINATION LOW BID SUBMITTED ON MAY 6, 1941. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER SECRETARY
OREGON STATE HIGHWAY COMMISSION

Files

CONTRACT # 2470

223-1027 Cow Hollow Creek-Adrian Junc. Sec.
Vale-Adrian Co. Rd. 1941
2470

2470

RECEIVED
MAY 23 1941
FOR FILING

223-1027
2470

May 22, 1941

Mr. Tony Marrasso
Box 876
Boise, Idaho

Dear Sir:

We are sending you today by express four copies of contract No. 2470, which was awarded to you by the State Highway Commission on May 21, 1941, covering grading, surfacing, oiling and bridge on the Cow Hollow Creek-Adrian Junction Section of the Vale-Adrian County Road, in Malheur County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. G. DeSart

CONTRACT# 2410

FAS 21-A2, B1 Cow Hollow Ck.-Adrian Jct. Sec.
Vale-Adrian County Road 1941
2470

RECEIVED
JUN 23 1942
FOR FILING

FAS-21-E-1
2470

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

June 22, 1942

NOTED
State Highway Engineer

Original referred to Mr. Probert to prepare reply.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letters of March 18 and May 2 requesting information regarding the overrun in quantity of structural excavation and the underrun in quantity of Class "A" concrete on Oregon Federal Aid Secondary Project FAS 21-E (1), Owyhee School Section of the Vale-Adrian Highway.

Will you please furnish the required information as soon as possible.

Very truly yours,

W. H. LYNCH
District Engineer

By:

L. J. Canfield
Sr. Highway Engineer

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 31, 1941

FAS - 21-B-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 21-B (1), Owyhee School Section of the Vale-Adrian Secondary Highway, was made by a representative of this office on October 21, 1941. Prompt submission of the final voucher will be appreciated. For action on it we will need customary copies of the contract, concerning which we wrote you October 24, 1941.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Tor

E. H. Baldock

FAS 21-[illegible]

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MAR 3 1942
FOR FILING

Febr[illegible]y 14th, 1942

FINAL ANALYSIS

Cow Hollow Creek-Adrian Junction — Vale-Adrian County Road

Grading, Bridge, Surfacing & Oiling

Contract No. 2470 — Tony Marrazzo, Contractor — Prefix 223-1027

Dean Swift, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$65.04	100%		$500.00	$500.00
Trench Excav., Unclass.	50.82	100.4 Cu. Yd.	$0.506	0.50	50.82
General " "	135.86	95,68 " "	0.142	0.45	430.56
Short Overhaul	5.93	148.2 Yd. Sta.	0.04	0.30	44.46
Finishing Roadbed & Slopes	135.84	.25 Mi.	543.36	175.00	43.75
12" Corr. Metal Pipe	33.40	16 Lin. Ft.	2.088	1.85	29.60
Selected Roadbed Topping	455.91	542.8 Cu. Yd.	0.84	1.00	54.28
Filler	127.35	370 " "	0.344	0.30	111.00
Hauling Filler	130.07	1,647.5 Yd. Mi.	0.079	0.16	263.60
Sprinkling	834.79	559 M-Gal.	1.49	1.50	838.50
1"-0 Cr. Gravel in Base	8,732.79	7,585.2 Ton	1.15	1.15	8,722.98
*Preparation of Base	1,053.50	6.02 Mile	175.00	175.00	1,053.50
*3/4"-0 Screened Gravel in Binder Course	1,290.33	901.6 Ton	1.431	1.15	1,036.84
*Furnish & Place Aggregates	2,075.40	1,401.3 "	1.481	1.40	1,961.82
*Furnish & Place RC-3 Asph.	2,715.75	106.5 "	25.50	25.50	2,715.75
*Furnish & Place SC-6	2,867.19	112.439 "	25.50	25.50	2,867.19
°Struct. Excav., Unclass.	727.00	145.4 Cu. Yd.	5.00	5.00	727.00
°Shoring, Cribbing etc.	300.00	100%		300.00	300.00
°Class "A" Concrete	3,331.20	104.1 Cu. Yd.	32.00	32.00	3,331.20
°Metal Reinforcement	1,785.60	23,808 Lbs.	0.075	0.075	1,785.60
°Removal of Old Bridge & Maintenance of Traffic	750.00	100%		750.00	750.00

NOTED
State Highway Engineer

Oil project

Cow Hollow Creek-Adrian Cost Analysis.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
S.P. Screen Rejects	$575.48	2,301.9 Cu. Yd.	$0.25	$0.25	$575.48
PA #1, Cement Adjustment	________	2.59 Bbl.		$.71	- 22.56
	$28,179.25				$28,659.89

Gross Revenue	$28,659.89
Total Cost	28,179.25
Net Profit	$480.64

Net Profit Equals 1.68% of Gross Revenue

Detail of Cost

Labor:		
Supervision	$645.02	
Labor	3,517.24	
State Industrial Accident Insurance	249.74	
Social Security & Unemployment Ins.	208.11	$4,620.11
Materials:		
16' of 12" Corr. Metal Pipe at $0.90	$14.40	14.40
Equipment Rental & Misc. Supplies:		
Equipment Rental	$3,796.00	
Rented Equipment	1,256.07	
Gas, Oil and Grease	1,674.95	
Lumber	67.12	
Small Tools & Misc. Supplies	131.88	
Royalty on Pit	50.00	
Bond	216.88	
Home Office & Overhead	859.78	8,052.68
Work Done by Norris Bros.:		8,598.26
Work Done by Henry Horn:		6,893.80
Total		$28,179.25

Analysis of Crushing Costs

Note: Set-up costs are included in crushing costs.

Item	Cost	Quantity Produced	Unit Cost per Ton
Strip Pit	$229.66	9,888.1 Tons	$0.023
Load & Haul	1,630.46	" "	0.165
Royalty on Pit	60.24	" "	0.006
Crush	3,842.50	" "	0.389
Less Screen Rejects 2,301.9 cu. yd. at $0.25	- 575.48		- 0.058
	$5,187.38	9,888.1 Tons	$0.525

Sizes & Quantities of Rock Produced

1" - 0 Crushed Gravel in Base	7,585.2 Tons
3/4" - 0 Screened Gravel in Binder Course	901.6 "
Mineral Aggregates	1,401.3 "
	9,888.1 Tons
Screen Rejects	2,301.9 Cu. Yd.

Plant produced 9,888.1 Tons in 277 hours, or an hourly average production of 36 tons.

Remarks:

This was a "Federal Aid Secondary Project" and consisted of the construction and topping of 0.25 mile of roadbed. The construction of 6.01 miles of crushed gravel surfacing and Type 0-30 oil mat surfacing and one reinforced concrete bridge. The job was bid and awarded May 8th, 1941; the contractor moved on the job June 9th, 1941, and finished September 26th, 1941. Oiling work was done by Norris Bros. and the bridge by Henry Horn.

Clearing and grubbing, excavation and selected roadbed topping were small bid items, bid high and showed a high profit.

Roadbed finishing was bid only on the new construction, a distance of 0.25 mile, but considerable finishing was required over the entire project before crushed gravel could be laid, and this item showed a loss out of proportion to the bid.

Set-up and crushing costs were extremely low as a portable plant requiring a minimum of set-up time and requiring only three men to operate was used. The contractor began operations by pushing gravel to the crusher with an RD-8 and dozer, but the pit used failed to contain as much material as anticipated, and he was forced to bring in a shovel and finish with shovel and trucks from a new bar. However, he intended to bring in the shovel for the Bully Creek-Vale job so extra expense was not too great.

The contractor made an error in his bid prices on screened gravel in binder course and mineral aggregates and did not allow enough to cover oiling costs, with the result that although his crushing costs were low, he still showed a considerable loss on these two items.

The job was handled efficiently with good equipment and supervision; except for the error in bidding the job would have shown a very good profit instead of a small one.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

R

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JAN 2 1942
FOR FILING

FHS 21-A-2

January 2, 1942

United Pacific Insurance Company
Jo Streyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that a revised final payment, in the amount of $938.55, will be paid to Tony Marrasso on contract No. 2470, for grading, surfacing and oiling the Cow Hollow Creek-Adrian Junction Section of the Vale-Adrian County Road, in Malheur County, on or after January 12, 1942.

This payment will be made in lieu of the final payment of which you were notified in our letter of November 6. This notice is served on you since you appear as surety on the bond furnished in connection with the above-mentioned contract. Kindly acknowledge receipt of this letter.

For your information wish to advise that the total amount paid the contractor in connection with this contract will be $28,659.27 and that no force account work was performed therein.

Very truly yours,

DD:[illegible]

Secretary

NOTED
D. DeSart

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FOR FILING

FAS 21-A-2

R

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

November 10, 1941

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith are three copies of an agreement executed by the County Court of Malheur County and the State Highway Commission for the maintenance and right of way on the Vale-Adrian State Secondary Highway, from Owyhee to a point in Cow Hollow Creek, Project FAS 21-A (2), B (1); also, three copies of a resolution relative to encroachments and traffic.

This project has been completed, and a special agreement is being prepared whereby the State will maintain this road, and the County will reimburse the State for the maintenance costs. When this agreement has been completed copies will be sent for the Public Roads Administration records.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:MK

Encl.

Mr. Nash

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NOV 10 1941
FOR FILING

FAS-21-A-2

November 8, 1941

United Pacific Insurance Company
Jo Streyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2470 for work on the Cow-Hollow Creek-Adrian Junction Section of the Vale-Adrian County Road, in Malheur County, has been completed by the contractor, Tony Marrazzo, and that final settlement will be made on or after November 18, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $28,383.35, including final payment, and that no force account work was performed therein. This contract was completed on September 18, 1941, and accepted by the Commission October 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

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NOTED
D. C. DeSart

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 31, 1941

FAS-21-a-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 21-A (2), Cow Hollow-Owyhee School Section of the Vale-Adrian Secondary Highway, was made by a representative of this office on October 21, 1941. Prompt submission of the final voucher will be appreciated. For action on it we will need customary copies of the contract, concerning which we wrote you October 24, 1941.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 31, 1941

FAS-21-a-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 21-A (2), Cow Hollow-Owyhee School Section of the Vale-Adrian Secondary Highway, was made by a representative of this office on October 21, 1941. Prompt submission of the final voucher will be appreciated. For action on it we will need customary copies of the contract, concerning which we wrote you October 24, 1941.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

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FAS 21-A-2

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 24, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to first progress vouchers recently received for work done up to September 10, 1941, on Oregon Federal Aid Secondary Projects FAS 21-A (2), Cow Hollow-Owyhee School, and FAS 21-B (1), Owyhee School Sections of the Vale-Adrian Highway.

We are holding these vouchers without action pending receipt of customary copies of the contract of Tony Marrazzo under which construction is being carried out. We trust you will forward these in the near future.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

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FAS-21-a-2

R

October 14, 1941

United Pacific Insurance Company
Jo Stroyan
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Tony Marrasco, on contract No. 2470, covering the Cow Hollow Creek-Adrian Junction Section of the Vale-Adrian County Road, in Malheur County. This payment, in the amount of $2,959.13, will be made on or after October 24, 1941. The retained percentage is $857.34.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. C. DeSart

RECEIVED
SEP 29 1941
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

R

FAS 21-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 124
Ore. FAS 21-B (1)
Owyhee School Section
Vale-Adrian Highway

September 27, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By A. F. Morris
A. F. Morris
Sr. Highway Engineer

Encls.

Wayne - 11835

Form P. R. 2

State Oregon

Federal Aid Secondary

Project No. FAS 21-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of July, 1941

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 24 day of February, 1939, a project statement, which was approved on the 14th day of November, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of March 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, one hundred twenty and 00/100 dollars ($10,120.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State : Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 382, Laws 1939 (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 at the junction with the Nyssa - Adrian Highway near the SE corner Sec. 26, T. 20 S., R. 46 E., W.M., and survey station 102+52 on the south line of the NE¼ of Section 27, T. 20 S., R. 46 E., W.M., the southerly end of Section A(2) of said project

, length 1.941 miles, in Malheur County, being Section B(1) of Oregon Federal Aid Secondary project. No. FAS 21, consisting of 1.930 miles of roadway and one bridge, of more than 20 feet clear span, 0.011 of a mile in length.

10—11379 GPO

SEP 26 1941
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of ten thousand, one hundred twenty and 00/100 dollars ($10,120.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixteen thousand, five hundred seventy-nine and 80/100 dollars ($16,579.80), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 329, laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED
SEP 26 1941
DISTRICT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of SEP 2 - 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 21-B(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 16,579.20 as the total estimated cost of said project, and the sum of $ 10,120.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of SEP 2- 19.. one thousand nine hundred and ______

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

RECEIVED
SEP 28 1941
DISTRICT 1

U. S. GOVERNMENT PRINTING OFFICE 16—10139

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Form E-1—5M—10-40

No. 12

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

FAS-21-D-2

For Week Ending Sept.13,1941

Section Cow Hollow - Adrian Jct.

Kind of work Surf. and Oil

Highway Vale Adrian Co. Road

Section prefix 223-1027

Contractor Tony Marrazzo

Contract number 2470

Date of contract May 21,1941

Date of completion Sept. 30,1941

Date work started June 7,1941

Estimated date of completion Sept. 15,1941

Amount of contract $ 28,918.50

Per cent of time elapsed 96 %

Estimated cost of completed project, exclusive of engineering $ 28,918.50

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date, $ 1200, 5 %

Date project was completed ......, 19...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished oiling operations on Wedensday and gave it a final brooming today. The bridge across the canal at station 57 is completed, and traffic will be turned across it on Monday of next week. The false work under the structure will not be removed until the water has been turned out of the canal, which will be in October sometime. The temporary bridge will be removed and the material piled near the site the fore part of next week.

NOTED
RAY WEBS

RECEIVED
SEP 15 1941
OFFICE OF
CONSTRUCTION ENGINEER

Signed Dean Smith

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FAS 21-A-2

Stencil No. 124

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JUL 19 1941
FOR FILING

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Ore. FAS 21-A (2)
Cow Hollow-Owyhee School Sec.
Vale-Adrian Highway

July 9, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

Tron

wa-ypr-1089.7

Form P. R. 2

State Oregon

Project No. FAS 22-A(2)

Federal Aid Secondary

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of June, 1941 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).

Whereas the Highway Department of said State submitted on the 24 day of February, 1939, a project statement, which was approved on the 14th day of November, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of March 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Nine thousand, three hundred fifty and 00/100 dollars ($9,350.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State : Chapter 175, Laws 1917; Chapter [illegible], Laws 1920; Chapter 329, Laws 1939 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 182+50 on the south line of the SW¼ of Section 27, T. 20 S., R. 46 E., and survey station 380+45 in the SW¼ of Section 9, T. 20 S., R. 46 E., W. M. (excepting therefrom the bridge between survey stations 205+95 and 206+26.)

, length 4.064 miles, in Malheur County, being Section A(2) of Oregon Federal Aid Secondary project No. FAS 21, consisting of 4.064 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span; ~~of a mile in length.~~

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(2) of said project shall not in any event exceed the sum of nine thousand, three hundred fifty and 00/100 dollars ($9,350.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifteen thousand, two hundred thirty-one and 15/100 dollars ($15,231.15), the approved total estimated cost of Section A(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter [illegible], Laws 1939 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 132.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUN 23 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Huron W. Clough
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 21-A(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 15,231.15 as the total estimated cost of said project, and the sum of $ 9,350.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....
one thousand nine hundred and JUN 23 1941

Federal Works Administrator,

By H.J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

FAS 21-B-1

(Stencil #28)

RECEIVED
JUL 2 1941
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
JUL 1 - 1941
STATE HIGHWAY

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAS 21-B (1)
Owyhee School Section
Vale-Adrian Road

June 30, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. M. Davis
Sr. Highway Engineer

a

RECEIVED
JUN 14 1941
FOR FILING

FAS 21-A-2

June 12, 1941

Mr. Tony [illegible]
Boise, Idaho

Dear Sir:

This will acknowledge receipt of your letter of June 10 and advise that we are sending you today by express a fully executed copy of contract No. 2469, which was awarded to you on May 21, 1941, by the State Highway Commission, covering 3.76 miles grading, surfacing and oiling, on the Bully Creek-Vale Section of the Vale-West Secondary Highway, and also a fully executed copy of No. 2470, awarded to you on the same date, for grading, surfacing and oiling, and the construction of a bridge, on the Cow Hollow Creek-Adrian Junction Section of the Vale-Adrian County Road. These copies are for your records and files. We are also sending an executed copy of each contract to the surety on your bond.

In accordance with your request, we are also mailing you, under separate cover, copies of the plans for these jobs. We trust that this will permit you to proceed at once with work on these projects.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BOD:RS

FAS 21-A-2

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JUN 10 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 6 - 1941
OREGON
STATE HIGHWAY COMMISSION

R

June 5, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for Oregon Federal Aid Secondary Project FAS 21-A (2), Cow Hollow-Owyhee School Section of the Vale-Adrian Road, for signature and return to this office. Quick action is requested as the project is partially financed with 1940 funds which will lapse if not under fully executed agreement by June 30, 1941. For this reason the Regional Office has sent us the draft of the agreement air mail.

The approved copy of the detail estimate and of the specifications are following by regular mail and will be sent you when received here.

Very trulyyours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
MAY 31 1941
FOR FILING

FAS 21-A-2

May 28, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

The estimate as basis for project agreement for the Cow Hollow-Owyhee School Section, Project No. FAS 21-A (2) was sent to you by messenger today.

In accord with the suggestion of Mr. Davis by telephone, we are requesting that all of the unobligated 1940 FAS funds, in amount $5,432.00, be utilized on this project, thereby reducing the 1942 funds to $9,350.00.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 71-A (1)

COW HOLLOW-OWYHEE SCHOOL SECTION
OF THE VALE-ADRIAN ROAD IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 28, 1941

950	cu. yds.	Filler	$ .30	$ 285.00
1,900	yd. mi.	Hauling Filler	.16	304.00
5,600	tons	1" - 0" Crushed Gravel in Base	1.15	6,440.00
400	M-gals.	Sprinkling	1.50	600.00
4.08	miles	Preparation of Base	175.00	714.00
610	tons	3/4" - 0" Screened Gravel in Binder Course	1.15	701.50
880	tons	Furnishing and Placing Aggregate	1.40	1,232.00
76	tons	Furnishing and Placing RC-3 Asphalt	25.50	1,938.00
64	tons	Furnishing and Placing SC-6 Asphalt	25.50	1,632.00
			Subtotal	$ 13,846.50
			10% Engr. & Cont.	1,384.65
			Total	$ 15,231.15

Length 4.084 miles
Cost per mile $ 3,751.50

Note: Oiling is not to be constructed across bridge.

FAS Funds- -	$ 9,350.00
State Funds- -	5,881.15
	$ 15,231.15

1940 FAS Funds	$ 5,432.00	Length	2.373 miles
1942 FAS Funds	3,918.00	Length	1.711 miles

Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 579, laws 1939
Funds for Maintenance: Chap. 579, laws 1939

a

RECEIVED
MAY 31 1941
FOR FILING

FAS 21-B-1

May 28, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Owyhee School Section, Project No. FAS 21-B (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

R. H. Probert
Office Engineer

Dict. by J. H. Nash/HR

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 71-B (1)

OWYHEE SCHOOL SECTION OF THE

VALE-ADRIAN ROAD IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 28, 1941

Roadway

All Required		Clearing and Grubbing		$ 500.00
10	cu. yds.	Trench Excavation, Unclassified	$ .50	5.00
1,000	cu. yds.	General Excavation, Unclassified	.45	450.00
200	yd. sta.	Short Overhaul	.30	60.00
0.25	mile	Finishing Roadbed and Slopes	175.00	43.75
20	lin. ft.	12" Corr. Metal Pipe	1.85	37.00
500	cu. yds.	Selected Roadbed Topping	1.00	500.00
450	cu. yds.	Filler	.30	135.00
900	yd. mi.	Hauling Filler	.16	144.00
200	M-gals.	Sprinkling	1.50	300.00
2,600	tons	1" - 0" Crushed Gravel in Base	1.15	2,990.00
1.93	miles	Preparation of Base	175.00	337.75
290	tons	3/4" - 0" Screened Gravel in Binder Course	1.15	333.50
420	tons	Furnishing and Placing Aggregate	1.40	588.00
36	tons	Furnishing and Placing RC-3 Asphalt	25.50	918.00
30	tons	Furnishing and Placing SC-6 Asphalt	25.50	765.00
		Subtotal		$ 8,107.00
		10% Engr. & Cont.		810.70
		Total		$ 8,917.70

Bridge (Sta. 55+24 to 55+81)

70	cu. yds.	Structural Excavation, Unclassified	$ 5.00	$ 350.00
All Required		Shoring, Cribbing, Etc.		300.00
120	cu. yds.	Class "A" Concrete	32.00	3,840.00
23,000	lbs.	Metal Reinforcement	.075	1,725.00
All Required		Remove Old Bridge and Maint. of Traffic		750.00
		Subtotal		$ 6,965.00
		10% Engr. & Cont.		696.50
		Total		$ 7,661.50

Length of Roadway	1.930 miles
Length of Bridge	.011 mile
Total Length	1.941 miles
Cost per mile, Roadway	$ 4,620.56

Note: Oiling is not to be construsted across bridge.

SUMMARY OF FUNDS REQUESTED

Item	Total	FAS Funds	State Funds
Roadway	$ 8,917.70	$ 5,443.00	$ 3,474.70
Bridge	7,661.50	4,677.00	2,984.50
	$ 16,579.20	$ 10,120.00	$ 6,459.20

Funds for Construction: Chap. 175, laws 1917; Chap. 51, laws 1920; Chap. 529, laws 1939

Funds for Maintenance: Chap. 529, laws 1939

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FAS 21-A-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 22 1941
STATE HIGHWAY COMMISSION

May 21, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence as of this date in the award of contract covering Oregon Federal Aid Secondary Highway Projects FAS 21-A (2), Cow Hollow-Owyhee School, and FAS 21-B (1), Owyhee School Sections, to Tony Marrazzo, Boise, Idaho, who submitted the low bid at the bid opening held May 8, 1941.

Very truly yours,

W. H. LYNCH
District Engineer

By: T M Davis
T. M. Davis
Sr. Highway Engineer

Charge to the account of ______________________ $ ______________

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	☒	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCOUNTING INFORMATION	
TIME FILED	

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 21, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

AUTHORITY IS REQUESTED TO AWARD TODAY TO TONY MARRAZZO OF BOISE, IDAHO CONTRACT FOR COW HOLLOW-ADRIAN JUNCTION PROJECT

R. H. BALDOCK

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

March 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR 46, listing material requirements for the Owyhee School Section, Project No. FAS 21-B (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

a

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 21-B (1)

OWYHEE SCHOOL SECTION OF THE

[illegible] ROAD IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 19, 1941

Roadway

All Required		Clearing and Grubbing		$ 50.00
10	cu. yds.	Trench Excavation, Unclassified	$ 1.50	15.00
1,000	cu. yds.	General Excavation, Unclassified	.30	300.00
200	yd. sta.	Short Overhaul	.01	2.00
0.25	mile	Finishing Roadbed and Slopes	300.00	75.00
20	lin. ft.	12" Corr. Metal Pipe	1.50	30.00
500	cu. yds.	Selected Roadbed Topping	.30	150.00
450	cu. yds.	Filler	.40	180.00
900	yd. mi.	Hauling Filler	.12	108.00
200	M-gal.	Sprinkling	1.50	300.00
2,600	tons	1" - 0" Crushed Gravel in Base	1.10	2,860.00
1.93	miles	Preparation of Base	100.00	193.00
290	tons	3/4" - 0" Screened Gravel in Binder Course	1.10	319.00
420	tons	Furnishing and Placing Aggregate	2.30	966.00
36	tons	Furnishing and Placing RC-3 Asphalt	27.00	972.00
30	tons	Furnishing and Placing SC-6 Asphalt	27.00	810.00
		Subtotal		$ 7,330.00
		10% Engr. & Cont.		733.00
		Total		$ 8,063.00

Bridge (Sta. 55+24 to 55+81)

70	cu. yds.	Structural Excavation, Unclassified	$ 4.00	$ 280.00
All Required		Shoring, Cribbing, Etc.		100.00
120	cu. yds.	Class "A" Concrete	26.00	3,120.00
23,000	lbs.	Metal Reinforcement	.065	1,495.00
All Required		Remove Old Bridge and Maint. of Traffic		400.00
		Subtotal		$ 5,395.00
		10% Engr. & Cont.		539.50
		Total		$ 5,934.50

Length of Roadway	1.930 miles
Length of Bridge	.011 miles
Total Length	1.941 miles
Cost per mile, Roadway	$ 4,177.72

Note: Oiling is not to be constructed across bridge

SUMMARY OF FUNDS REQUESTED

Item	Total	FAS Funds	State Funds
Roadway	$ 8,063.00	$ 4,919.00	$ 3,144.00
Bridge	5,934.50	3,621.00	2,313.50
	$ 13,997.50	$ 8,540.00	$ 5,457.50

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 21-B (1)

[illegible] SCHOOL SECTION OF THE VALE-ADRIAN ROAD IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 17, 1941

Roadway

All Required		Clearing and Grubbing		$ 50.00
10	cu. yds.	Trench Excavation, Unclassified	$ 1.50	15.00
1,000	cu. yds.	General Excavation, Unclassified	.30	300.00
200	yd. sta.	Short Overhaul	.01	2.00
0.25	mile	Finishing Roadbed and Slopes	300.00	75.00
20	lin. ft.	12" Corr. Metal Pipe	1.50	30.00
500	cu. yds.	Selected Roadbed Topping	.30	150.00
450	cu. yds.	Filler	.40	180.00
900	yd. mi.	Hauling Filler	.12	108.00
200	M-gals.	Sprinkling	1.50	300.00
1,950	tons	1" - 0" Crushed Gravel in Base	1.10	2,145.00
1.93	miles	Preparation of Base	100.00	193.00
290	tons	3/4" - 0" Screened Gravel in Binder Course	1.10	319.00
420	tons	Furnishing and Placing Aggregate	2.30	966.00
36	tons	Furnishing and Placing RC-3 Asphalt	27.00	972.00
30	tons	Furnishing and Placing RC-6 Asphalt	27.00	810.00
			Subtotal	$ 6,615.00
			10% Engr. & Cont.	661.50
			Total	$ 7,276.50

Bridge (Sta. 55+24 to 55+81)

70	cu. yds.	Structural Excavation, Unclassified	$ 4.00	$ 280.00
All Required		Shoring, Cribbing, Etc.		100.00
120	cu. yds.	Class "A" Concrete	26.00	3,120.00
23,000	lbs.	Metal Reinforcement	.065	1,495.00
All Required		Removal of Old Bridge and Maintenance of Traffic		400.00
			Subtotal	$ 5,395.00
			10% Engr. & Cont.	539.50
			Total	$ 5,934.50

Length of Roadway	1.930 miles
Length of Bridge	.011 mile
Total Length	1.941 miles
Cost per mile, Roadway	$ 3,770.20

Note: Oiling is not to be constructed across bridge.

SUMMARY OF FUNDS REQUESTED

OFFICE [illegible] SECTION

Project No. FAS 14-B (1)

Item	Total	FAS Funds	State Funds
Roadway	$ 7,276.50	$ 4,439.00	$ 2,837.50
Bridge	5,934.50	3,621.00	2,313.50
	$ 13,211.00	$ 8,060.00	$ 5,151.00

All necessary right of way [illegible] required for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

March 17, 1941

OWYHEE SCHOOL SECTION

PROJECT NO. FAS 51-B (1)

All necessary right of way has been acquired for for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

March 17, 1941

R 46

Roadway (Owyhee School Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet **1** of **2** Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) **April 20, 1941** State **Oregon**

Completion Date (Est.) **Sept. 30, 1941** Project No. **FAS 21-B (1)**

Estimated Total Cost **Roadway** $ **7,276.50** Length: Miles **1.930**

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	860
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	16,000	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Bridge (Owyhee School Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for Bridge ~~Roadway~~
(To Accompany P.S. & E.)

Starting Date (Est.) April 28, 1941 State Oregon

Completion Date (Est.) Sept. 30, 1941 Project No. FAS 21-B (1)

Estimated Total Cost Bridge $ 5,934.50 Length: Miles .011

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	180	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	23,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	13	10	Explosives	Lb.	
5	Timber piling	Lft.					

March 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR 46, listing material requirements for the Cow Hollow-Owyhee School Section, Project No. FAS 21-A (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 71-A (2)

COW HOLLOW-OWYHEE SCHOOL SECTION

OF THE VALE-ADRIAN ROAD IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 19, 1941

950	cu. yds.	Filler	$ .40	$ 380.00
1,900	yd. mi.	Hauling Filler	.12	228.00
5,600	tons	1" - 0" Crushed Gravel in Base	1.10	6,160.00
400	M-gals.	Sprinkling	1.50	600.00
4.08	miles	Preparation of Base	100.00	408.00
610	tons	3/4" - 0" Screened Gravel in Binder Course	1.10	671.00
880	tons	Furnishing and Placing Aggregate	2.30	2,024.00
76	tons	Furnishing and Placing RC-3 Asphalt	27.00	2,052.00
64	tons	Furnishing and Placing SC-6 Asphalt	27.00	1,728.00
		Subtotal		$ 14,251.00
		10% Engr. & Cont.		1,425.10
		Total		$ 15,676.10

Length 4.084 miles
Cost per mile $ 3,838.41

Note: Oiling is not to be constructed across bridge.

FAS Funds- -	$ 9,579.00
State Funds- -	6,097.10
	$ 15,676.10

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 21-A (2)

COW HOLLOW-OWYHEE SCHOOL SECTION
OF THE VALE-ADRIAN ROAD IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 19, 1941

[illegible]	sq. yds.	Filler	$ .40	$ [illegible]
1,900	yd. mi.	Hauling Filler	.12	[illegible]
5,600	tons	1" - 0" Crushed Gravel in Base	1.10	6,160.00
400	M-gals.	Sprinkling	1.50	600.00
4.08	miles	Preparation of Base	100.00	408.00
610	tons	3/4" - 0" Screened Gravel in Binder Course	1.10	671.00
880	tons	Furnishing and Placing Aggregate	2.30	2,024.00
76	tons	Furnishing and Placing RC-3 Asphalt	27.00	2,052.00
64	tons	Furnishing and Placing SC-6 Asphalt	27.00	1,728.00
		Subtotal		$ 14,251.00
		10% Engr. & Cont.		1,425.10
		Total		$ 15,676.10

Length 4.084 miles
Cost per mile $ 3,[illegible].42

Note: Oiling is not to be constructed across bridge.

FAS Funds- $ 9,570.00
State Funds- $ 6,106.10

$ 15,676.10

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 21-A (2)

COW HOLLOW-OWYHEE SCHOOL SECTION OF THE VALE-ADRIAN ROAD IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 17, 1941

950	cu. yds.	Filler	$ .40	$ 380.00
1,900	yd. mi.	Hauling Filler	.12	228.00
4,150	tons	1" - 0" Crushed Gravel in Base	1.10	4,565.00
400	M-gals.	Sprinkling	1.50	600.00
4.08	miles	Preparation of Base	100.00	408.00
610	tons	3/4" - 0" Screened Gravel in Binder Course	1.10	671.00
880	tons	Furnishing and Placing Aggregate	2.30	2,024.00
76	tons	Furnishing and Placing RC-3 Asphalt	27.00	2,052.00
64	tons	Furnishing and Placing SC-6 Asphalt	27.00	1,728.00
			Subtotal	$ 12,656.00
			10% Engr. & Cont.	1,265.60
			Total	$ 13,921.60

Length 4.084 miles
Cost per mile $ 3,408.81

Note: Oiling is not to be constructed across bridge.

FAS Funds- -	$ 8,500.00
State Funds- -	5,421.60
	$ 13,921.60

COW HOLLOW-OWYHEE SCHOOL SECTION

PROJECT NO. FAS 61-A (2)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

March 17, 1941

PR 46

Roadway (Cow Hollow-Owyhee School)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 20, 1941 State Oregon

Completion Date (Est.) Sept. 30, 1941 Project No. FAS 21-A (2)

Estimated Total Cost Roadway $ 13,921.60 Length: Miles 4.084

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	33,000	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

RECEIVED
MAR [illegible] 1941
FOR FILING

FAS 21-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] R 21 1941

March 20, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. FAS 21-B (1), the Owyhee School Section of the Vale-Adrian Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Very truly yours,

W. H. LYNCH
District Engineer

By: T. M. Davis
T. M. Davis
Senior Highway Engineer

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

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MAR 21 1941

FAS 21-A-2

March 20, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Secondary Highway Project No. FAS 21-A(2), the Cow Hollow-Owyhee School Section of the Vale-Adrian Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Very truly yours

W. H. LYNCH
District Engineer

By: T M Davis
T. M. Davis
Sr. Highway Engineer

CONTRACT# [redacted] 2471

20-1035 Eugene Overcrossing-7th Ave. Sec.
Pacific Hwy. 1941

2471

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[illegible]
FOR FILING

20-1035

March 22, 1943

Maryland Casualty Company
Hansen & Rowland, Inc., of Oregon
1312 Public Service Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2471, for work on the Eugene Overcrossing-7th Avenue Section of the Pacific Highway, in Lane County, has been completed by the contractor, E. C. Hall Company, and that final payment in the amount of $3,035.69 will be made on or after April 1, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $78,254.20, and that no force account work was performed therein. This contract was completed on November 10, 1942, and accepted on January 14, 1943, by the Commission.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

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[illegible]
[illegible] FILING

20-1035

March 8, 1943

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention: A. Van R. Schermerhorn, Manager,
Surety Bond Department

Gentlemen:

This acknowledges receipt of your letter of March 5 concerning E. G. Hall Company's contract, No. 2471, for construction of the Eugene Overcrossing-7th Avenue Section of the Pacific Highway, in Lane County.

It is noted that you state we advised you on February 11 that final payment would be made on or after February 22. This is in error, as the notice was to the effect that the semi-final payment was to be made on or after February 22.

The contract was completed on November 10, 1942, and was accepted by the Highway Commission on January 14, 1943. However, the amount of the final payment and the total amount of the work performed are not as yet available inasmuch as a final check of the field notes has not been completed. It is anticipated that the final payment will be made in about three or four weeks.

Very truly yours,

AH

Secretary

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FEB 11 19[illegible]
FOR FILING

20-1035

February 11, 1943

Maryland Casualty Company
Hansen & Rowland Inc. of Oregon
406 Title & Trust Bldg.
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to E. C. Hall Company on contract No. 2471, Eugene Overcrossing-Seventh Avenue Section of the Pacific Highway, in Lane County. This payment, in the amount of $3,531.57, will be made on or after February 22, 1943. The retained percentage is $2,326.35.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

AM

Secretary

RECEIVED
JAN 27 1943
~~FOR FILING~~

20-1035

January 25, 1943

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 14, 1943, granted you the extension of time requested, from October 31, 1941, to November 10, 1942, without penalty, in connection with contract No. 2471, Eugene Overcrossing-Seventh Avenue Section of the Pacific Highway, in Lane County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - K. D. Lytle

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DEC 12 1942
FOR FILING

20-1035

December 11, 1942

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention: A. Van R. Schermerhorn
Mgr., Surety Bond Dept.

Gentlemen:

In reply to your inquiry of December 10, 1942, I wish to advise that L. C. Hall Company's contract, No. 2471, which was completed on November 10, 1942, has not as yet been accepted by the State Highway Commission. Complete information as to the total amount of the work performed thereunder is not available at the present time.

Very truly yours,

AM

Secretary

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

December 10, 1942

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND NO. 49969 - E. C. HALL COMPANY to STATE OF OREGON - Eugene Overcrossing, 7th Avenue Section of Pacific Highway - CONTRACT 2471.

At the foot of our inquiry to you under date of November 11, you advised us that the above captioned contract had been completed November 10, 1942.

We will appreciate your advising us the date of the acceptance of the same and the total amount of work performed thereunder.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van R. Schermerhorn

A. VAN R. SCHERMERHORN,
Mgr. Surety Bond Dept.

EL

RECEIVED
DEC 11 1942
STATE HIGHWAY COMMISSION

Form E-1—5M—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 14, 1942

Section	Eugene Overcrossing-7th Avenue	*Kind of work*	Grading and Paving
Highway	Pacific	*Section prefix*	20-1035
Contractor	E. C. Hall Company	*Contract number*	2471
Date of contract	May 21, 1941	*Date of completion*	October 31, 1941
Date work started	May 26, 1941	*Estimated date of completion*	, 19
Amount of contract	$ 70,851	*Per cent of time elapsed*	%

Estimated cost of completed project, exclusive of engineering $ 83,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 6,400, 7.7 % *Date project was completed* November 10, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed painting the Guard Rail fence on this Project. Station 631 ≠ 85 to Station 645 ≠ 87 November 10, 1942.

ENGINEERING

One Inspector on Job during final clean up operations.

RECEIVED
NOV 15 1942

NOTED
E. M. [illegible]

Signed E. E. Res. Engr.

Address Box 507 Eugene, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.33				1.33
Miles partially completed					
Miles completed	1.33				1.33
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3						3
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants..........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Foggy		
Tuesday	Fair		
Wednesday	"		
Thursday	Foggy		
Friday	Foggy		
Saturday	Rain		

STATE PRINTING DEPT.

RECEIVED
JUN 14 1941
FOR FILING

20-1025

June 12, 1941

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2471, which was awarded to you on May 21, 1941, by the State Highway Commission, covering grading and paving on the Eugene Overcrossing-7th Avenue Section of the Pacific Highway, in Lane County. This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

a

RECEIVED
JUN 14 1941
FOR FILING

20-1035

June 12, 1941

Maryland Casualty Co. of Baltimore, Md.
Hansen & Rowland, Inc. of Oregon
1312 Public Service Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2471, which was awarded to E. C. Hall Co. by the State Highway Commission, on May 21, 1941, covering the Eugene Overcrossing-7th Avenue Section of the Pacific Highway, in Lane County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

R

RECEIVED

20-1035

May 21, 1941

E. C. Hall Company
1140 Grant Street
Eugene, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Eugene Overcrossing-7th Avenue Section of the Pacific Highway, in Lane County. This award was based on your low bid of $70,851.00, submitted on May 9, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

RB

cc - S. E. Probert
G. S. Paxson

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON, MAY 21, 1940

E. C. HALL CO.
1160 Grant St.
EUGENE, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR EUGENE OVERCROSSING SEVENTH AVENUE SECTION OF PACIFIC HIGHWAY IN LANE COUNTY BASED ON YOUR LOW BID SUBMITTED ON MAY 9, 1940. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER SECRETARY

STATE HIGHWAY COMMISSION

FILES

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and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

2471

RECEIVED
MAY 23 1941
FOR FILING

20-1035

May 22, 1941

E. C. Hall Co.
1160 Grant St.
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2471, which was awarded to you by the State Highway Commission on May 21, 1941, covering grading and paving on the Eugene Overcrossing-7th Avenue Section of the Pacific Highway, in Lane County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

CONTRACT# [redacted] 2472

4-1110 Vollmer Creek & Necanicum Junc. Sec. 1941
Wolf Creek Highway

2472

RECEIVED
APR 1 1942
FOR FILING

4-1110

March 31, 1942

Continental Casualty Company
Tate, Westenfelder & Berg
Wilcox Building
Portland, Oregon

Gentlemen:

This is to inform you that in lieu of the final payment on contract No. 2472, with Porter W. Yett, for grading and surfacing the Vollmer Creek and Necanicum Junction Sections of the Wolf Creek Highway, of which you were notified in our letter of January 20, a revised final payment will be made. This revised estimate will be paid on or after April 9, 1942.

For your information, we wish to advise that the total amount paid the contractor in connection with this contract will now be $34,064.01, including revised final payment, and that no force account work was performed therein.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. DeSart

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MAR 3 0 1942
FOR FILING

4-1110

Salem
March 26, 1942

Penalties against
Porter Yett

Mr. S. H. Probert

Mr. H. G. Smith

At its meeting on March 19 the Highway Commission approved relieving Porter W. Yett from payment of the penalty for over-running the time limit on State Highway Contract No. 2472 which covers the surfacing and bituminous macadam on the Vollmer Creek and Necanicum Junction Sections of the Wolf Creek Highway, in Clatsop County.

The Commission also approved relieving Mr. Yett from payment of 50 per cent of the penalty imposed on him for failure to complete Contract No. 2331 within the specified time limit. This contract covers the Rainier Section of the Columbia River Highway in Columbia County.

R. H. Baldock
Chief Engineer

JM:MC

RECEIVED
JUL 15 1942
FOR FILING

4-1110

March 2, 1942

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Dear Sir:

Reference is made to Mr. Baldock's letter of February 20 in which he suggested that you appear before the State Highway Commission at its next regular meeting to discuss your claim for release of engineering penalty in connection with your contract, No. 2472, for construction of the Vollmer Creek and Necanicum Junction Sections.

The next regular meeting of the Commission is scheduled to be held in Portland on Thursday, March 19. The meeting place is in the auditorium of the Public Service Building.

If it is your intention to appear before the Commission will you kindly advise me and I will set a definite time for your appearance.

Very truly yours,

HBG:AM

Secretary

COPY

PORTER W. YETT

6500 N. E. Ainsworth St.   Portland, Oregon

February 19, 1942.

Mr. R.H. Baldock,
State Highway Commission,
Salem, Oregon.

Dear Sir:

I am returning herewith final estimate under date of January 14, 1942, in connection with Contract # 2472, Vollmer Creek & Necanicum Junction Section, and request that reconsideration be given to the following item -
"Excess engineering costs due to failure of contractor to complete contract within time specified $501.98", which has been charged against the contractor.

It is my judgement that we were fortunate in getting this work completed at all,during the 1941 season. Wet weather conditions prevailed almost continuously from the end of August except for short periods and of these full advantage was taken. In fact our oiling crew was held up on the job for three weeks waiting for weather,in which oiling operations could go on and this at considerable expense.

For the accommodation of the traveling public going to the beaches and at the request of the Engineer, no work was performed on Saturdays.

The amount of oil actually placed on the road was nearly double that shown in the original quantities.

There was added to the original contract the following,under price agreement under date of Oct.1,1941, -
Gravel borrow in place 2,000 Cubic Yds. at .43 - $860.00.

This material had to be excavated from the river which was at flood stage at the time, as shown on price agreement. This work also necessitated the return of equipment to the Vollmer Creek section adding to the time necessary to complete the work.

I Therefore feel justified in requesting waver of the penalty as set out in the engineering charges.

Yours very truly,

(Sgd) Porter W. Yett

RECEIVED
FEB 21 1942
FOR FILING

4-1110

February 20, 1942

Mr. Porter W. Yett
6900 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

Responding to your communication of February 19, advise that I will discuss your claim for release of engineering penalty with the Highway Commission at its next meeting. Permit me to suggest that you also be there and present your claim in person.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:hl
cc Mr. H. G. Smith

COPY

PORTER W. YETT

6500 N. E. Ainsworth St.   Portland, Oregon

February 19, 1942.

Mr. R.H. Baldock,
State Highway Commission,
Salem,   Oregon.

Dear Sir:

I am returning herewith final estimate under date of January 14, 1942, in connection with Contract # 2472, Vollmer Creek & Necanicum Junction Section, and request that reconsideration be given to the following item -
"Excess engineering costs due to failure of contractor to complete contract within time specified $501.98", which has been charged against the contractor.

It is my judgement that we were fortunate in getting this work completed at all,during the 1941 season. Wet weather conditions prevailed almost continuously from the end of August except for short periods and of these full advantage was taken. In fact our oiling crew was held up on the job for three weeks waiting for weather,in which oiling operations could go on and this at considerable expense.

For the accommodation of the traveling public going to the beaches and at the request of the Engineer, no work was performed on Saturdays.

The amount of oil actually placed on the road was nearly double that shown in the original quantities.

There was added to the original contract the following,under price agreement under date of Oct.1,1941, -
Gravel borrow in place 2,000 Cubic Yds. at .43 - $860.00.

This material had to be excavated from the river which was at flood stage at the time, as shown on price agreement. This work also necessitated the return of equipment to the Vollmer Creek section adding to the time necessary to complete the work.

I Therefore feel justified in requesting wayer of the penalty as set out in the engineering charges.

Yours very truly,

(Sgd) Porter W. Yett

4-1110

R.H. Baldock

February 1[illegible]th, 1942

FINAL COST ANALYSIS

Vollmer Creek-Necanicum Jct.
Contract No. 2472

Wolf Creek Highway
Prefix 4-1110

Porter Yett, Contractor
A. V. Benedict, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
		Vollmer Creek Section				
Clearing	$1,445.39	All				$1,500.00
Str. Excavation	150.11	118.2	Cu. Yd.	$1.27	$2.00	236.40
Trench Excavation	66.54	52.4	" "	1.27	2.00	104.80
Gen. Excav., Common	2,281.43	9,119.3	" "	0.25	0.28	2,553.40
" " , Solid	3,953.10	4,860	" "	0.81	0.90	4,374.00
Short Overhaul	253.42	12,671	Yd. Sta.	0.02	0.02	253.42
Rounding Cutbanks	25.00	250	Lin. Ft.	0.10	0.10	25.00
Finishing Roadbed & Slopes	217.21	0.44	Mi.	493.65	600.00	264.00
18" Concrete Pipe	36.69	15	Lin. Ft.	2.44	2.50	37.50
36" Corr. Metal Pipe	924.27	138	" "	6.70	7.00	966.00
6"-0" Base Rock	2,605.82	4,138.5	Cu. Yd.	0.63	0.80	3,310.80
Placing 1¼"-0" Rock in Leveling Course and Shoulders	494.69	910	" "	0.54	0.60	546.00
Hauling 1¼"-0" Rock	421.77	4,356	Yd. Mi.	0.096	0.10	435.60
Filler	2.80	14	Cu. Yd.	0.20	0.20	2.80
Hauling Filler	13.30	66.5	Yd. Mi.	0.20	0.20	13.30
Preparation of Base	43.26	0.42	Mi.	103.00	300.00	126.00
Placing Mineral Aggregate	634.41	456	Cu. Yd.	1.39	1.40	638.40
Hauling " "	217.56	2,201	Yd. Mi.	0.10	0.15	330.15
Furnish & Place RT-8 Tar	1,184.75	46.08	Ton	25.71	25.00	1,152.00
PA #2, Gravel Borrow	484.23	2,060.1	Cu. Yd.	0.23	0.43	885.84
		Necanicum Jct. Section				
Clearing & Grubbing	409.65	All				1,000.00
Struct. Excavation	168.38	111.1	Cu. Yd.	1.52	2.00	222.20

NOTED
State Highway Engineer

Vollmer Creek-Necanic[illegible]ct. Final Cost Analysis.

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	$506.32	342.8	Cu. Yd.	$1.18	$2.00	$685.60
General "	3,009.42	7,632.3	" "	0.39	0.70	5,342.61
Short Overhaul	235.68	11,784	Yd. Sta.	0.02	0.02	235.68
Long "	10.50	35	C-Yd. Sta.	0.30	0.30	10.50
Rounding Cutbanks	20.00	200	Lin. Ft.	0.10	0.10	20.00
Finishing Roadbed & Slopes	243.45	0.43	Mile	565.93	500.00	215.00
18" Conc. Culv. Pipe	743.92	312	Lin. Ft.	2.39	2.50	780.00
Salvage Culvert Pipe	95.90	124	" "	0.77	1.00	124.00
6"-0" Rock in Base	3,115.81	4,238	Cu. Yd.	0.74	0.75	3,178.50
Placing 1¼"-0" Rock in Leveling Course & Shoulders	554.10	1,014.5	" "	0.55	0.70	710.15
Hauling 1¼"-0" Rock	235.80	3,043.5	Yd. Mi.	0.08	0.10	304.35
Sprinkling	64.39	37	M-Gal.	1.74	2.00	74.00
Preparation of Base	55.35	0.51	Mile	108.52	250.00	127.50
Placing Mineral Aggregate	1,110.24	798	Cu. Yd.	1.39	1.40	1,117.20
Hauling " "	242.14	2,394	Yd. Mi.	0.10	0.15	359.10
Furnish & Place RT-8 Tar	1,995.24	77.59	Ton	25.72	24.00	1,862.16
PA #1, Purchase of Asphalt in Barrels	17.11	1.555	"		17.11	26.61
	$28,289.15					$34,150.57
Deduction for Engineering due to overrun of time limitation						- 501.98
" " Cost of Pavement Damage caused by contractor's trucks						- 86.56
						$33,562.03

Gross Revenue	$33,562.03
Total Cost	28,289.15
Net Profit	$5,272.88

Net Profit Equals 15.7% of Gross Revenue

Vollmer Creek - Necanicum Jt.

Detail of Cost

Labor:

Supervision	$1,589.18	
Labor	9,605.77	
State Industrial Accident Insurance	690.93	
Social Security & Unemployment Ins.	531.48	
		$12,417.36

Materials:

18" Concrete Culvert Pipe	327 lin. ft.	at $1.70	$555.90	
36" Corr. Iron Pipe	138 " "	" 5.44	750.72	
36" Bands	2	" 5.13	10.26	
RT-8 Tar	125.225 tons at Gasco	" 12.00	1,502.70	
Hauling Tar to Job, Cartage at $4.50			564.35	
				3,383.93

Equipment Rental & Misc. Supplies:

Equipment Rental	$6,049.00	
Hired Trucks	3,265.07	
Gas, Oil & Grease	373.70	
Explosives	780.50	
Drill Steel	33.39	
Misc. Supplies & Small Tools	262.52	
Bond	339.90	
Move In, Freight & Cartage	257.75	
Home Office & General Overhead - 3% of Gross Revenue	1,019.73	
Public Liability Insurance	106.30	
		12,487.86
		$28,289.15

Vollmer Creek-Necanicum Jct.

Remarks:

This contract, which consisted of regrading, surfacing and oiling of two short sections of the Wolf Creek Highway, was bid on May 22nd, 1941. The contractor started work on June 11th, and completed on October 11th, 1941.

The clearing on the Vollmer Creek Section consisted of a heavy growth of brush and second growth spruce and fir trees. An RD-4 cat and drums was used to assist a hand labor crew which averaged 24 men per day. The Necanicum Section was covered with heavy brush, and the work was done by hand labor, although a cat and dozer worked two days on grubbing.

A 1¼-yard Lorain shovel was used for all the types of excavation and loaded into 4-yard trucks. An average of 60 yards an hour was excavated on the Vollmer Section and 79 yards per hour on the Necanicum Junction Section. A 75 h.p. tractor and dozer spread the material on the fills.

The contractor elected to use different sources for the 6"-0 pit run rock than the Bjortland quarry, which had been specified. The material for the Vollmer Section was secured from a pit on Crown-Willamette property about ½-mile from the job, and the rock for the Necanicum Section came from the Lempke property and was hauled about 0.2 of a mile. Drilling and shooting costs were negligible on the Crown-Willamette pit and $0.06 per yard at the Lempke's. The handling cost on the road on the Necanicum Junction Section was higher than the Vollmer Section due to traffic interference. An average of 52 cu. yds. per hour was placed on the Vollmer Section and only 42 cu. yds. per hour was placed on the Necanicum Section. Oiling operations were hindered and delayed by wet weather, and the tar was also hauled an average of 65 miles from Portland in transport trucks.

A good profit was made on the job due to good bid prices. A larger profit could have been made by efficient operation.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
FEB 5 1942
FOR FILING

4-1110

February 5, 1942

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 18, 1941, granted your request for an extension of time, from September 1 to November 1, 1941, in connection with state highway contract No. 2472, for construction of the Vollmer Creek and Necanicum Junction Sections of the Wolf Creek Highway, in Clatsop County, subject to the condition that you reimburse the state for extra engineering expense incurred subsequent to the specified date of completion.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. F. D. Mason

R

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JAN 17 1942
FOR FILING

January 16, 1942

Continental Casualty Company
Tate, Westenfelder & Berg
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2472 for work on the Vollmer Creek and Necanicum Junction Sections of the Wolf Creek Highway, in Clatsop County, has been completed by the contractor, Porter W. Yett, and that final settlement will be made on or after January 26, 1942.

The state has received notice of the claim of the City of Seaside, in the amount of $160.00 against this project, of which you have already been notified.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the contractor in connection with this contract will be $33,562.03, including final payment, and that no force account work was performed therein. This contract was completed on November 1, 1941, and accepted by the Commission on December 18, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BS

NOTED
D. . DeSart

RECEIVED
DEC 19 1941
FOR FILING

4-1110

December 19, 1941

Continental Casualty Company
Yate, Westenfelder & Berg
Wilcox Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Porter W. Yett, on contract No. 2472, covering .95 mile of grading, surfacing and bituminous macadam construction on the Vollmer Creek & Necanicum Junction Section of the Wolf Creek Highway, in Clatsop County. This payment, in the amount of $1,324.65, will be made on or after December 29, 1941. The retained percentage is $1,500.00.

There is one claim in the amount of $160.00, made by the City of Seaside for equipment rental, of which you were previously notified.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

KR

NOTED
D. G. DeSart

✓R

Form E-1—5M—10-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct 11, 1941, 19

Section Volmer Creek & Necanicum Junction

Kind of work Grading, Surf. & Bit. Macadam

Highway Wolf Creek

Section prefix 4-1110

Contractor Porter W. Yett

Contract number 2472

Date of contract May 22, 1941, 19

Date of completion Aug. 31, 1941, 19

Date work started June 11, 1941, 19

Estimated date of completion , 19

Amount of contract $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date, $, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor says he has sent a man up to finish both Volmer Creek and Necanicum sections but cannot see what he has done.

NOTED
RAY WEBBER

NOTED
N. HACKE

NOTED
H. G. SMITH

E. M. SCOTT

OCT 14 1941

Signed A. V. Benedict

Address Warrenton, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
OCT 14 1941
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

STATE PRINTING DEPT.

R

Form E-1—8M—10-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 27, 1941, 19

Section Volmer Creek and Necanicum Junction Section

Kind of work Grading, Surf.& Bit. Macadam

Highway Wolf Creek

Section prefix 4-1110

Contractor Porter W. Yett

Contract number 2472

Date of contract May 22, 1941, 19

Date of completion Aug. 31, 1941, 19

Date work started June 11, 1941, 19

Estimated date of completion Sept. 30, 1941, 19

Amount of contract . . . . $ 32,652.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 36,252.50

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 1850, 5.7 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Laid base course of oil on the Volmer Creek section Sunday. Oiled continuously this week, completing the last of it Friday. Straightened up the top of the roadway and put on shoulder rock Friday and Saturday. Still have lots of trimming to do on slopes, and general cleanup.

Contractor maintaining oil surface and will put on balance of 1/4"- 0" rock on Monday.

Gus Eksman remaining to look after maintaining, complete shoulders and direct cleanup of shoulders and slopes.

NOTED
RAY WEBBER

NOTED
E. M. BOO

RECEIVED
SEP 29 1941
OFFICE OF
DIVIS[illegible]NEER
DIV[illegible] 2

SEP 29 1941
CO[illegible]

Signed A. V. Benedict,

Address Warrenton, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.95			0.95	
Miles partially completed					
Miles completed	0.95			0.95	
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1			1	
Hours per shift	8				
Average force on project for week	20				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Fair		
Tuesday	Fog		
Wednesday	Fog		
Thursday	Fog-cloudy		
Friday	Showers		
Saturday	Clear		

R

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SEP 18 1941
FOR FILING

4-1110

September 17, 1941

Continental Casualty Company
Tate, Westenfelder & Berg
Wilcox Building
Portland, Oregon

Gentlemen:

We have been notified by the City of Seaside that they have a claim in the amount of $160.00 against Porter W. Yett for equipment furnished for use on contract No. 2472, for grading, surfacing and bituminous macadam on the Vollmer Creek and Necanicum Junction Sections of the Wolf Creek Highway, in Clatsop County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

cc - Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

NOTED
D. O. DeSart

September 17, 1941

City of Seaside
Seaside, Oregon

Gentlemen: Attention Irving C. Allen

This will acknowledge receipt of your letter of September 16 and advise that Porter Yett entered into contract No. 2472, for grading, surfacing and bituminous macadam construction on the Volmer Creek and Necanicum Junction Sections of the Wolf Creek Highway, in Clatsop County, as an individual. Surety bond was furnished for him by the Continental Casualty Company, through their resident agents, Tate, Westenfelder and Berg, Wilcox Building, Portland.

We are making note of your claim in the amount of $160.00 for equipment rental in our records, and are also calling it to the attention of the Surety Company and Mr. Porter W. Yett.

Very truly yours,

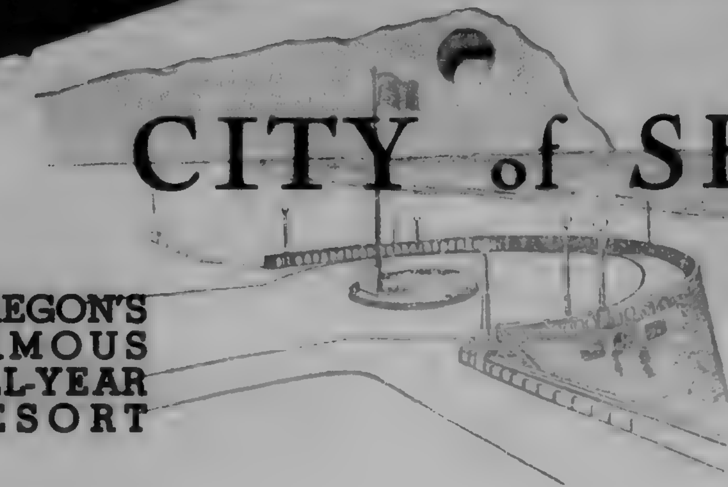
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. D[illegible]art



CITY of SEASIDE

SEASIDE - OREGON

**OREGON'S
FAMOUS
ALL-YEAR
RESORT**

W. E. HOLLENBECK	MAYOR
[illegible]	
IRVING C. ALLEN	CITY ATTORNEY
CHAS. B. DRAKE	TREASURER
A. M. BELIEU	WATER SUPERINTENDENT
H. A. KEMMERER	CHIEF OF POLICE
CLARENCE J. OWEN	FIRE CHIEF
S. A. YOUNG	CITY ENGINEER

RECEIVED
SEP 17 1941
OREGON
STATE HIGHWAY COMMISSION

September 16, 1941.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

It appears that it will be necessary for the City of Seaside to file a claim against Mr. Porter Yett, who is the contractor on the Wolf Creek Road and Oregon Coast Highway and I would appreciate it if you would advise me the correct name of said Poter Yett and as to whether or not he is incorporated and the number of the contract and the name of his bonding company.

This contractor took a grader, which is owned by the City of Seaside from the City of Seaside and used it on this job without any authority from the proper city officials and we are claiming $160.00 for eight days compensation at $20.00 per day, therefor.

Thanking you for this information, I am

Very truly yours,

Irving C. Allen

IRVING C. ALLEN

ICA/roh
cc/ Porter Yett
6500 N. E. Ainsworth
Portland, Oregon

REFERRED TO
DeSart
BY SECRETARY

prepare reply
notify surety with cc to contractor

R

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JUN 30 1941
FOR FILING

4-1110

OREGON STATE HIGHWAY COMMISSION

Agreement with City of Seaside

Mr. C. B. McCullough

Relative Indexed
Under
Seaside 4
Pipe Line agreement

I am handing you herewith, for further disposal, four copies of an agreement with the City of Seaside providing for installation of a new water pipe line at the Vollmer Creek revision of the Oregon Coast Highway, in Clatsop County. I have retained the original for the Commission's records and files.

HBG:AM Secretary

FORM E-30 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1941

Subject:

To:

Mr. H. C. Smith
Construction Engineer
Office

Dear Sir:

Herewith we hand you two executed copies of agreement between the State Highway Commission and the City of Seaside with reference to pipe line change on the Oregon Coast Highway at Vollmer Creek.

The original has been retained by Mr. Glaisyer, one executed copy has been sent to the City of Seaside, and one executed copy is being retained for our office files.

You will note from the agreement that we are to execute to the City an easement for the pipe line on its new location, and it would be appreciated if a description for this easement could be supplied to us in the reasonably near future.

Yours very truly,

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc Mr. C. B. McCullough
Mr. H. B. Glaisyer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

June 19, 1941

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Irving C. Allen
Attorney at Law
City Hall
Seaside, Oregon

Dear Sir:

Herewith we return to you for your files one fully executed copy of agreement between the State Highway Commission and the City of Seaside with reference to change of pipe line on the Oregon Coast Highway at Vollmer Creek.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc Mr. C. B. McCullough
Mr. H. B. Glaisyer

RECEIVED
JUN 19 1941
FOR FILING

4-1110

OREGON STATE HIGHWAY COMMISSION

June 18, 1941

Agreement with City
Seaside on Vollmer Creek
revision

Mr. J. W. DeSousa

Four copies of the executed agreement between the State Highway Commission and the City of Seaside providing for installation of a new water pipe line at the Vollmer Creek revision of the Oregon Coast Highway in Clatsop County, are attached hereto.

Mr. Glaisyer has retained the original copy for his file. Two copies should be furnished to H. G. Smith's office, I believe.

C. B. McCullough

cc H. G. Smith

a

FORM E-20 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SALEM
June 16, 1941

Subject: Agreement with City of Seaside

To:

Mr. C. B. McCullough

I am handing you herewith, for further disposal, four copies of an agreement with the City of Seaside providing for installation of a new water pipe line at the Vollmer Creek revision of the Oregon Coast Highway, in Clatsop County. I have retained the original for the Commission's records and files.

Secretary

HBG:AM

REFERRED TO
By Asst. State Highway Engineer

a

RECEIVED
JUN 18 1941
FOR FILING

4-1110

June 17, 1941

Porter W. Yett
6900 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2472 which was awarded to you on May 22, 1941, by the State Highway Commission covering the Vollmer Creek and Necanicum Junction Sections of the Wolf Creek Highway for 0.95 mile grading, surfacing and bituminous macadam.

We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

STATE HIGHWAY COMMISSION

By

OA

Secretary

RECEIVED
JUN 18 1941
FOR FILING

4-1110

June 17, 1941

Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2472 which was awarded to you on May 22, 1941, by the State Highway Commission covering the Vollmer Creek and Necanicum Junction Sections of the Wolf Creek Highway for 0.95 mile grading, surfacing and bituminous macadam.

We are also sending an executed copy to the surety on your bonds. This copy is for your records and files.

Yours very truly,

STATE HIGHWAY COMMISSION

By

OA Secretary

RECEIVED
MAY 29 1941
FOR FILING

4-1110

May 28, 1941

Porter W. Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2472, which was awarded to you by the State Highway Commission on May 22, 1941, covering the Vollmer Creek and Necanicum Junction Section of the Wolf Creek Highway in Clatsop County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

a

RECEIVED
MAY 29 1941
FOR FILING

4-1110

May 28, 1941

Porter W. Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2472, which was awarded to you by the State Highway Commission on May 22, 1941, covering the Vollmar Creek and Necanicum Junction Section of the Wolf Creek Highway in Clatsop County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
MAY 24 1941
FOR FILING

2472

4-1110

May 23, 1941

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission on May 22, 1941, awarded you the contract for 0.95 mile grading, surfacing and bituminous macadam on the Vollmer Creek and Necanicum Junction Sections of the Wolf Creek Highway, in Clatsop County. This award was based on your low bid of $32,652.50, using tar, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert
G. S. Paxson

R

RECEIVED
JUL 14 1941
FOR FILING

4-1110

OREGON STATE HIGHWAY COMMISSION

May 10, 1941.

Claim of City of Seaside

Mr. E. G. Smith

2 b

The Commission approved the claim of the City of Seaside concerning reconstruction of their pipe line necessitated by the Vollmer Creek line change, and agreed that if the City would pay $500, we would pay the balance.

C. B. McCullough

CBM:AP

26 R

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6th, 1941

Subject: Vollmer Creek Line Change

To: Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

On the Vollmer Creek line change on the Wolf Creek Highway we have found that the present state highway is occupying a portion of the pipe line easement of the City of Seaside, and they are insistent that we do not cross this pipe line but remove it to the northerly side of the new right of way so there will be no crossing.

At a conference with Aldermen Gray and Waterhouse and City Attorney Allen, it was agreed to recommend to the Commission that the State Highway Department reconstruct this pipe line in the position desired by the City of Seaside and that the City would contribute $500.00 toward this expense. I estimate the entire cost of this to be $2,500.00, of which the City of Seaside would contribute $500.00.

This is not a total additional expense to the State, as the following saving would be made over the construction originally proposed:

200 Lin. Ft. of 42-inch Half-Round Culvert	at $5.00	$1,000
Right of Way		300 ✓
		$1,300

This makes a net increase in cost to the State of approximately $700.00 but eliminates the pipe crossings from our highway which could be the cause of considerable bother.

Much delay has been experienced in effecting this settlement because the Highway Department had been of the opinion that the highway easement was older than the pipe line easement, but we were convinced of our error in that respect; therefore, it is evident that the City has prior rights over the State Highway Department and to a large extent can dictate the amount of settlement.

Very truly yours,

H. G. Smith
Construction Engineer

REFERRED TO
By Chief Engineer

HGS:AR

R

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APR 1 1941
FOR FILING

Coast
Projects
Primary

4-1110

R

Salem, Oregon
April 1, 1941

Reconstruction Necanicum Junction Section and Vollmer Creek Section, Wolf Creek Highway

Mr. H. G. Smith:

Cross Referenced To
Materials
Purchase
Crushed Rock

You are advised that the Highway Commission has approved the reconstruction of the Necanicum Junction Section and Vollmer Creek Section of the Wolf Creek Highway, in Clatsop County. Estimated cost of each $16,500.

They also authorized the arrangement with Babler Bros. to furnish crushed rock for these two sections at an estimated cost of $2,900.

C. B. McCullough

JM:mbl

FOR FILING

Const

Projects

Primary

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14th, 1941

Subject: Vollmer Creek and Necanicum
Junction Sections

To:

Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

The Vollmer Creek and Necanicum Junction sections of the Wolf Creek Highway in Clatsop County have never been definitely budgeted for the 1941 program. The total cost of these two projects is about $30,000.

In case these contracts are to be awarded this year, I would ask permission to crush about $2,900 worth of rock under Babler Bros. maintenance material contract at the Hjortland quarry and furnish this material for the surfacing of these two sections, as there is not sufficient crushed material needed on these sections to justify a contractor setting up a crushing plant.

Very truly yours,

HGSmith
H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer
F. D. Eason

REFERRED TO
Glaisyer
By Chief Engineer
agenda

C.P.

RECEIVED
MAY 12 1941
FOR FILING

Coast
Project
Primary

Salem, Oregon
March 5, 1941

Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

It appears to have been tentatively planned to let a contract for grading, surfacing and bituminous macadam wearing surface construction on two short sections near the west end of the Wolf Creek Highway. One of these sections is at Necanicum Junction and is called the Necanicum Junction Section. The other is about seven miles west of Necanicum Junction and is called the Vollmer Creek Section.

The improvement on the Necanicum Junction Section is 0.54 mile in length and will require $16,500 of state funds. The improvement on the Vollmer Creek Section is 0.43 mile in length, and will also require $16,500 of state funds.

If it is desired to go ahead with these improvements, the approval of the Highway Commission should be obtained.

Very truly yours,

S. H. Probert
Office Engineer

SHP:ER

cc to H. G. Smith

CONTRACT #2473

110-1025 Days Creek-Wright Ranch Sec.
Tiller-Trail Second. Hwy. 1941

2473

W. R. Rogers

Donald C. Rogers

ROGERS CONSTRUCTION CO.

General Road Contractors

Dayton, Washington

RECEIVED
FOR FILING

110-1025

January 11, 1943

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have your letter of January 7 regarding the payment which we received from E. L. Rigdon, in the amount of $344.70, to apply on our subcontracts with him on the Days Creek Job, Contract No. 2473, and the Oak Creek Job, Contract No. 2474.

On November 19, 1942, we wrote Mr. Rigdon a letter concerning these two jobs, and attached to it a Summary of the amounts due and the payments we have received thereon to November 19, 1942. We sent a carbon copy of this letter to you. As explained on this Summary sheet, Mr. Rigdon sent us a check for $1000.00 on 5-9-42 and did not say which job to apply it on. However we believe from later statements that he intended to apply it on the Oak Creek job. The check for $344.70 received January 5 was to be applied on the Days Creek Job. If we assume then that the check for $1000.00 was to be applied on the Oak Creek Job, then Mr. Rigdon would owe us balances of $80.80 on the Oak Creek Job and $131.82 on the Days Creek Job. This adds to $212.62 which is the amount due us from both jobs.

We hope that the above explanation with give you a clear picture of the situation. If it does not we shall be glad to furnish any additional information you may wish.

Very truly yours,

ROGERS CONSTRUCTION CO.

WRRogers

WRR on

NOTED
H. B. GLAISYER

NOTED
A. L. MONSON

RECEIVED
JAN 13 1943
STATE HIGHWAY COMMISSION

RECEIVED
JAN 8 1943
FOR FILING

110-1025

January 7, 1943

Rogers Construction Company
Dayton, Washington

Gentlemen:

This acknowledges receipt of the carbon copy of your letter of January 5, 1943, to E. L. Rigdon, acknowledging receipt of $344.70 to apply on your account of $557.32 in connection with state highway contracts No. 2473, Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway, and No. 2474, Oak Creek-Marks Ranch Section of the North Umpqua County Road.

Will you please advise us the amount of credit that is to be applied to each individual contract, and the amount still chargeable to each in order that we may have a complete and correct record of the claims against each of the above-mentioned contracts.

Very truly yours,

AM

Secretary

NOTED (records)
A. L. MONSON

January 7, 1943

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

This is to advise you that the State Highway Commission has today received a carbon copy of a letter that Rogers Construction Company addressed to E. L. Rigdon, in which the Rogers Construction Company acknowledges receipt of $344.70 from Mr. Rigdon to apply on the account of the Rogers Construction Company in connection with state highway contracts No. 2473, Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway, and No. 2474, Oak Creek-Marks Ranch Section of the North Umpqua County Road.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Rigdon in connection with both of the above-mentioned jobs.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH

cc - Mr. E. L. Rigdon
Days Creek, Oregon

REFERRED TO Mess [illegible]
BY SECRETARY

acknowledge receipt and
ask them to advise the
amount to be credited to
each job, and the amounts
still claimed to be credited [illegible]
HBG

also notify surety
and cc to contractor

C O P Y

Dayton, Washington

January 5, 1943

Mr. E. L. Rigdon
Route 1, Box 282
Grants Pass, Oregon

Dear Sir:

This will acknowledge receipt of your check for $344.70 to apply on the $557.32 due us from the Oak Creek Job, Oregon Contract No. 2474, and the Days Creek Job, Oregon Contract No. 2473. This payment leaves a balance of $212.62 due us from these two projects.

In your letter which accompanied your check for $344.70, you stated that you could write us a three page letter about the troubles we caused you in our delay in getting on the job, and your expenses in maintaining roads all winter.

We regret that you should have had any such additional expenses. However we believe that we fulfilled the terms of our agreements with you and therefore cannot accept any responsibility for any such added expenses you may have had.

Very truly yours,

ROGERS CONSTRUCTION CO.

By
Partner

Wrr en

CC: Oregon State Highway Commission
Salem, Oregon

Bates, Lively & Pearson, Agents
The Aetna Casualty and Surety Co.
Yeon Building
Portland, Oregon

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
DEC 3 1942
FOR FILING

110-1025

Salem
November 16, 1942

Mr. S. H. Probert:

In regard to the matter of cancellation of the engineering penalty assessed aginst R. L. Rigdon in connection with his contract on the Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway which was presented to the Highway Commission on November 5.

You are advised that the Commission approved such cancellation.

G. B. McCullough

JM:CA

cc: H. G. Smith

RECEIVED
NOV 14 1942
FOR FILING

110-1025

November 13, 1942

The Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2473 for work on the Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway, in Douglas County, has been completed by the contractor, E. L. Rigdon, and that final payment, in the amount of $3,522.78, will be made on or after November 23, 1942.

There is a balance due, in the amount of $3.17, on the claim of Rogers Construction Company, of which you have been previously notified.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $50,233.57, of which amount $47.33 represents the amount of force account items. This contract was completed on June 30, 1942, and accepted by the Commission on July 23, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
NOV 14 1942
FOR FILING

110-1025

November 13, 1942

The Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2473 for work on the Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway, in Douglas County, has been completed by the contractor, E. L. Rigdon, and that final payment, in the amount of $3,522.78, will be made on or after November 23, 1942.

There is a balance due, in the amount of $3.17, on the claim of Rogers Construction Company, of which you have been previously notified.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $50,233.57, of which amount $47.33 represents the amount of force account items. This contract was completed on June 30, 1942, and accepted by the Commission on July 23, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
DEC 10 1942
FOR FILING

110-1025

[illegible] STATE HIGHWAY [illegible]

SALEM
November 10, 1942

1d

Contract No. 2473 - E. L. Rigdon

Mr. S. H. Probert
Office Engineer

The State Highway Commission, at its meeting on November 5, 1942, relieved E. L. Rigdon from payment of the penalty previously imposed on him for overrunning the time limit in connection with his contract No. 2473 for construction of the Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway, in Douglas County.

HBG:AR

Secretary

REFERRED TO

RECEIVED
DEC 10 1942
FOR FILING

AGENDA
NOV 5 1942

1-2

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 30th, 1942

Subject: Days Creek-Wright Ranch

To: Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

I would recommend that the engineering penalty assessed against E. L. Rigdon in the amount of $2,021.71 on the Days Creek-Wright Ranch Section be cancelled for the reasons set forth in Mr. Lytle's letter attached hereto.

The extension of time was granted with engineering penalty, but I now feel that sufficient consideration was not given to the complications on this job and the difficulty of doing work during the fall of 1941 and that it would be well to remit the entire penalty.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

REFERRED TO
[illegible]
[illegible]

M

FORM E-30 20M 8-41

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Y

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 29, 1942

Subject: 110-1025

To: H. G. Smith
Construction Engineer

Dear Sir:

I must apologize for failure to answer your letter requesting a report on assessing E. L. Rigdon $2,021.71 excess engineering charges on Days Creek-Wright Ranch Section.

The principal reason for failure to complete the work was due to the awarding of this job and the Oak Creek-Marks Ranch Section of the North Umpqua County Road at the same time. Rigdon simply did not have enough equipment to do the jobs within the required time.

It is impractical for small contractors to own enough equipment to do jobs of this sort where so many types of work are involved; as a result, they are forced to subcontract part of the work before they bid. In this instance, Rigdon had sub-let the crushing and oiling work to Rogers Construction Company and J. C. Compton. Rogers had several other small jobs and did not start to crush rock for the Tiller-Trail Road until December; had Rigdon finished the grading, it would not have been possible to complete the job within the required time. Arrangements of this sort are always time consumers; if the plants are to operate cheaply and efficiently, it is impossible for one to be on each job at exactly the proper time.

It always seemed to me that men of Rigdon's sort have been instrumental in keep down our costs. This reduction in cost far overbalances the extra engineering expense incurred by inability to do the work within a short period of time. Engineering bills, of the sort in question, will simply discourage small contractors from taking our work.

The State received considerable tangible benefit from the delay as the traffic during the winter packed the surfacing, with the result that our oiling job wassmoother and stronger than it would have been if the job were completed on time.

The contractor devoted all his time to the job and did not have any equipment on other work - this to his credit.

#2
HGS

A history of the job is set forth below:

This contract was awarded May 22, 1941. The specified date of completion was September 30, 1941. Work was started July 21, 1941. Grading work progressed on a double shift basis to September 13, 1941, completing 90% of the grading work on this date.

Placing of pit-run gravel topping was started September 18, 1941 and completed on November 23d, employing a single shift on this work. Three or four slides developed after the grading work was almost completed, but these were taken out without delay to the progress of placing the topping and surfacing.

Items subcontracted were:

Extension of Concrete Box Culvert - to Berkemeier & Saremal
Crushed Gravel Surfacing - to Rogers Construction Co.
Furnish Mineral Aggregate - to " " "
Furnish Maintenance Materials - to Rogers Construction Co.
Place Mineral Aggregate - to J. C. Compton
Furnish & Place Asphalt - to " " "

The extension of the concrete box culvert was completed with no delay to the grading or surfacing.

Rogers Construction Company started production of crushed gravel on December 4, 1941. The plant was located on an island, requiring construction of a log bridge and the placing of crushed gravel surfacing was delayed two days, due to high water. The surfacing was completed December 13, 1941. The plant began production of mineral aggregate and maintenance materials. On the night of December 15th, high water took the hauling bridge out and was not replaced until December 30th, due to high water. The plant continued to operate, stockpiling material on the island and completed production on January 3, 1942. The hauling of this material was delayed again, due to high water, from January 6, 1942 to January 13, 1942, but was completed January 17th. The crushing plant operated on a three shift basis and hauling progressed on a single shift basis.

After the crushed materials were hauled to the State stockpile site, the shovel and three trucks were used removing slides for twelve days, between January 4th and February 11th. Delays were due to rain and breakdowns.

J. C. Compton began preparation of base on June 9, 1942 and completed the oiling work on June 30, 1942.

The placing of topping might have been completed earlier by employing a double shift. However, Rogers also held the subcontract for crushed materials on the North Umpqua Job and was not ready to move to the Days Creek-Wright Ranch job until after the placing of gravel topping was completed.

Yours very truly,

K. D. LYTLE
Division Engineer

AGENDA
NOV 5 1942

Salem, Oregon
September 16, 1942

Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

In preparing to make final payment to E. L. Rigdon for work performed under his contract for the Days Creek-Wright Ranch Project, we find that the engineering expense to be charged under the terms of the time extension granted him amounts to $2,021.71.

As this is an unusually large amount to be assessed for an overrun of time limit, you may wish to present the matter to the Highway Commission for consideration before we render the claim to the contractor.

The contract calls for completion on September 30, 1941. On November 6, 1941, a time extension to June 30, 1942 was granted with the condition that the contractor be charged with all engineering expense incurred subsequent to September 30, 1941. The work was completed on June 30, 1942.

In connection with the time extension which is being requested by Homer G. Johnson on the Siletz-Toledo Project, your attention is called to the fact that on that project the engineering expense incurred subsequent to the specified completion date amounts to $5,639.61.

The Rigdon contract is a State contract. The Siletz-Toledo contract is a Federal Aid contract.

Very truly yours,

Office Engineer

SMP:ER

cc to R. G. Smith

M.

RECEIVED
NOV 1942
FOR

110-1025

November 2, 1942

Mr. E. L. Hidgon
Route 1, Box 282
Grants Pass, Oregon

Dear Sir:

Replying to your letter of October 29, 1942, with respect to the payment of your semifinal and final estimates for the construction of the Days Creek-Wright Ranch Section of the Tiller-Trail Highway, contract No. 2473, wish to say that our records disclose that the semifinal warrant, in the amount of $1,872.29, was mailed to you on September 19, 1942.

A check in the office of the Secretary of State reveals that this was endorsed by you "for deposit". The check is now on file in the Secretary of State's office.

As to the final payment, wish to say that we are withholding payment of the same pending instructions from the Commission relative to the penalty that was imposed for your failure to complete the project within the specified time limit. I have this item on the agenda for consideration by the Commission at its meeting this week. As soon as the Commission acts on it, the final voucher will be forwarded to you for acceptance.

Very truly yours,

HBG:AM

Secretary

warrant, in amount $1,872.29, dated Sept.18 iled to Mr. Rigdon on Sept. 19, 1942. It was endorsed by him "for deposit" in his own handwriting, and has come back to the Secretary of State's office.

Final payment being held up until Commission acts on penalty reduction in connection with time extension. Understand it is to be considered at November meeting.

Completed June 30; accepted July 23, 1942. Extension of time to June 30, 1942, with penalty.

AM

Salem, Oregon

Gentlemen: Attn Mr. Baldock

We have not received the semi-final or final on the Days Creek-Wright Ranch Section of the Tiller-Trail Highway, Contract No. 2473. The job has been completed over ninety days, and we would like to know when we may expect the final on this job.

Yours truly,

E. L. Rigdon

ELR:I

E. L. Rigdon

REFERRED TO
Miss Morrison
BY SECRETARY

What is the status of this job -
semi final & final
ORS

ANSWERED
H. B. GLAISYER

RECEIVED
1942

E. L. RIGDON
CONTRACTOR
~~[illegible]~~
Rt. 1, Box 282
Grants Pass, Ore.
Oct. 29, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attn Mr. Baldock

We have not received the semi-final or final on the Days Creek-Wright Ranch Section of the Tiller-Trail Highway, Contract No. 2473. The job has been completed over ninety days, and we would like to know when we may expect the final on this job.

Yours truly,

E. L. Rigdon
E. L. Rigdon

ELR:I

REFERRED TO
Miss Munson
BY SECRETARY

what is the status of this job -
semi final & final
RHB

RECEIVED
1942

ANSWERED
H. B. GLAISYER

RECEIVED
OCT 2 1 19
FOR FILING

110-1025

October 20, 1942

Mr. Claude W. Barrick
Lawyer
Alderman Building
Tillamook, Oregon

Dear Sir:

I wish to acknowledge receipt of and thank you for your letter of October 19, 1942, advising that Rogers Construction Company has received $973.78 in connection with its claim against E. L. Rigdon on contract No. 2474, Oak Creek-Marks Ranch Section of the North Umpqua County Road, in Douglas County. The original claim, according to our records, was in the amount of $1,908.23, indicating that there is a balance still due Rogers Construction Company of $934.45 in connection with this contract.

I also note in your letter that Rogers Construction Company has received $497.35 in connection with its claim against E. L. Rigdon's contract, No. 2473, Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway, in Douglas County. The original claim, as filed, was in the amount of $500.52, leaving a balance due the Company of $3.17.

Very truly yours,

Secretary

AM

cc - Rogers Constr. Company
Dayton, Washington

cc - The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Bldg.
Portland, Oregon

cc - E. L. Rigdon
Days Creek, Oregon

RECEIVED
SEP 10 1942
FOR FILING

110-1035

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

September 4th, 1942.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Aetna 42 S 5797 -- Contract No.2473,
E. L. Ridgon, Hampton, Oregon.
Contract: - Days Creek-Wright Ranch
Sec. of Tiller Trail Sec.
Hiway in Douglas County.

In connection with the contract bond in caption, upon which we are the official surety, we enclose herewith a contract status report, and request that you be kind enough to complete same, and return to this office in the self addressed enclosed envelope in order that our records will be complete at this time.

Thanking you most kindly in advance for your early attention to this matter, we remain,

Very truly yours,

BATES, LIVELY & PEARSON,

BY: K W Lively

mb

Encls: - Status Report,
Envelope.

Information sent 9/9/42
AM

RECEIVED
SEP - 8 1942
STATE HIGHWAY COMMISSION

RECEIVED
SEP 1 8 1942
FOR FILING

110-1035

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

September 4th, 1942.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Aetna 42 S 5797 -- Contract No.2473,
E. L. Ridgon, Hampton, Oregon.
Contract: - Days Creek-Wright Ranch
Sec. of Tiller Trail Sec.
Hiway in Douglas County.

In connection with the contract bond in caption, upon which we are the official surety, we enclose herewith a contract status report, and request that you be kind enough to complete same, and return to this office in the self addressed enclosed envelope in order that our records will be complete at this time.

Thanking you most kindly in advance for your early attention to this matter, we remain,

Very truly yours,

BATES, LIVELY & PEARSON,

BY: K W Lively

mb

Encls: - Status Report,
Envelope.

RECEIVED
SEP - 8 1942
STATE H[illegible] COMMISSION

Information sent 9/9/42
AM

RECEIVED
SEP 2 194[illegible]
FOR FILING

110-1025

September 1, 1942

Mr. C. W. Barrick, Lawyer
Alderman Building
Tillamook, Oregon

Gentlemen:

We have your letter of August 31 advising us in regard to the claims of Rogers Construction Company against E. L. Rigdon on his contract No. 2474, for grading, surfacing, oiling and construction of bridges, on the Oak Creek-Marks Ranch Section of the North Umpqua County Road, in the amount of $1908.23, and on his contract No. 2473, for grading, surfacing and oiling, on the Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway, in the amount of $500.52.

In accordance with our usual practice we are calling these claims to the attention of Mr. Rigdon's surety, The Aetna Casualty & Surety Company, Bates, Lively & Pearson, Agents, Yeon Building, Portland, as well as to the attention of Mr. Rigdon.

For your information in case you are forced to take action against Mr. Rigdon's bond, we advise that contract No. 2473 was completed on June 30, 1942, and accepted by the Highway Commission on July 23, 1942. Contract No. 2474 was completed July 3, 1942, and accepted August 14, 1942.

If we can be of any further assistance please advise.

Very truly yours,

Secretary

DGD:RS

NOTED
D. G. DeSart

September 1, 1942

The Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We have been informed by Mr. Claude W. Barrick, Lawyer, Alderman Building, Tillamook, that Rogers Construction Company have a claim against E. L. Rigdon's contract No. 2473, for grading, surfacing and oiling the Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway, in Douglas County, in the amount of $500.52.

We are bringing this to your attention since you are surety on the contract.

Very truly yours,

Secretary

RS

cc - E. L. Rigdon
Shady Cove, Oregon

NOTED
D.G. DeSart

STATEMENT

ROGERS CONSTRUCTION CO.

GENERAL ROAD CONTRACTORS

Home Office:
DAYTON, WASH.

E. L. Rigdon
Days Creek, Oregon

Days Creek-Wright Ranch Section--Contract #2473

$\frac{3}{4}$" - 0"		5589.6	tons @ 1.00	$ 5589.60
Aggregate		1160	tons @ 1.00	1160.00
$\frac{3}{4}$ - $\frac{1}{2}$		739.4	tons @ 1.00	739.40
$\frac{1}{2}$ - $\frac{1}{4}$		656.3	tons @ 1.00	656.30
$\frac{1}{4}$ - 0		200	tons @ 1.00	200.00
Rejects		193.4	tons @ .25	48.35
PA #5 ($\frac{3}{4}$ - 0)		150	tons @ 1.00	150.00
				8,543.65
Less Payments:	5,170.38			
	1,877.75			
	580.00			
	500.00			8,128.13
				415.52
Rock placed on hauling roads				85.00
				$ 500.52

STATE HIGHWAY COMMISSION

By

Secretary

RECEIVED
AUG 31 1942
FOR FILING

110-1025

August 31, 1942

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. L. Rigdon, on contract No. 2473, covering grading, surfacing and oiling of the Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway, in Douglas County. This payment, in the amount of $1,872.29, will be made on or after September 10, 1942. The retained percentage is $3,491.23.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. G. DeSart

RECEIVED
JUL 14 1942
FOR FILING

110-1165

July 13, 1942

Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

In accordance with your letter of July 11, we advise that E. L. Rigdon's contract No. 2473 for work on the Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway, was completed June 30, 1942, and will probably be presented to the Commission for acceptance at its meeting on July 23, 1942.

Contract No. 2474, with E. L. Rigdon, for work on the Oak Creek-Marks Ranch Section of the North Umpqua County Road, was completed July 3, 1942, but, as the contracter will need another extension of time, this contract will probably not be presented to the Commission until sometime in September.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DO/mm

NOTED
D. G. DeSart

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

July 11, 1942.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Aetna 42 S 5797 - Contract No. 2473
E. L. Rigdon, Hampton, Oregon
Contract - Days Creek-Wright Ranch
Sec. of Tiller Trail Sec.
Hiway in Douglas County.

Aetna 42 S 5796 - Contract No. 2474
E. L. Rigdon, Hampton, Oregon.
Contract - Oak Creek-Marks Ranch Sec.
of North Umpqua County Rd.
in Douglas County, Oregon.

Our letter addressed to you under date of July 1, 1942, referring the two above captioned bonds has come to our attention under diary.

Are you now in a position to furnish us with the contract status report on each, which is essential for the completion of our records.

Thanking you most kindly in advance for your early attention to this matter, we remain,

Very truly yours,

BATES, LIVELY & PEARSON,

BY L O Lively

REFERRED TO
De Sart
BY SECRETARY

prepare reply

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aw

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

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FOR FILING

110-1025

July 1, 1942.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Aetna 42 S 5797 - Contract No. 2473
E. L. Rigdon, Hampton, Oregon.
Contract - Days Creek-Wright Ranch
Sec. of Tiller Trail Sec.
Hiway in DOUGLAS COUNTY.

Aetna 42 S 5796 - Contract No. 2474
E. L. Rigdon, Hampton, Oregon.
Contract - Oak Creek-Marks Ranch Sec.
of North Umpqua County Rd.
in DOUGLAS COUNTY, Oregon.

In connection with the two above captioned bonds upon which we are the official surety, we enclose herewith contract status report on each and request that you be kind enough to complete same and return to this office in the enclosed self addressed envelope in order that our records will be completed at this time.

Thanking you most kindly in advance for your early attention to this matter, we remain,

Very truly yours,

BATES, LIVELY & PEARSON

BY; Lively

RW
Encls: - 3.

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JUL 2 - 1942
STATE [illegible] COMMISSION

NOTED
D. G. DeSart

Form E-1—6M—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 4,1942, 19

Section Days Creek- Wright Ranch

Kind of work Grade, Surface, & Oil

Highway Tiller- Trail

Section prefix 110-1025

Contractor E. L. Rigdon

Contract number 2473

Date of contract May 22,1941, 19

Date of completion Sept. 30,1941, 19

Date work started July 22,1941, 19

Estimated date of completion , 19

Amount of contract $46589.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $46589.50

Per cent of contract completed, based on total contract price %

Engineering cost to date, $4750., %

Date project was completed June 30,1942, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sub contractor J. C. Compton, Oiling S C 6 course of 0-30 job, Sunday and Monday.

Cleaned up and moved out Tuesday, June 30.

Job completed.

RECEIVED JUL 6 - 1942

NOTED

P P Whitmore

Signed P. P. Whitmore, Resident Engineer.

Address Canyonville, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.50	4.30			
Miles partially completed				–	
Miles completed	4.50	4.50		–	
Total estimated quantities	35000 c y	22000 c y	1500 c y	1150 T min agg 128 T asphalt	
Estimated quantities moved or placed to date	35000 c y	22000 c y	1500 c y	1150 T min agg 128 T asphalt	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				12	
Average force on project for week				30- 2 days	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	17					3	20
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	10						10
Men and tractors							
	27					3	30

Equipment used during week: Shovels 1, Power graders 2, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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MAR 9 1942
FOR FILING

114-1[illegible]

Salem
March 7, 1942

Mr. H. B. Glaisyer

Reference is made to the attached copy of an agreement between the State Highway Commission and the South Umpqua Telephone Company for the moving of certain poles on the Tiller-Trail Secondary Highway in Douglas County.

On July 18, 1941, this matter was presented to the State Highway Commission and they approved of the moving of 45 poles at $3.00 each and 7 poles at $5.00 each on the Days Creek-Wright Ranch Section. Since that time it has been necessary to move 63 poles at $3.00 each and 11 poles at $5.00 each on the Wright Ranch-Mile Section. The moving of the last mentioned poles has been included in the agreement but has not been approved by the Highway Commission.

I have approved the agreement and wish you would call the matter to the attention of the Commission at their next meeting.

C. B. McCullough

JM:OA

FORM II-50 30M 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1942.

Subject: Agreement covering cost of moving telephone poles on Tiller-Trail Highway

To: Mr. C. B. McCullough,
Assistant Chief Engineer,
Office.

Dear Sir:

Herewith we hand you the original and three copies of the proposed agreement between the State and the South Umpqua Telephone Company, by the terms of which the State agrees to pay the cost of moving certain poles on the Tiller-Trail Highway in Douglas County.

The agreement, as drawn up, has been approved by Division Engineer Lytle and has been signed by the officials of the South Umpqua Telephone Company. Will you kindly examine this agreement and if it meets with your approval forward it to the Highway Commission for signature.

We are also handing you a voucher claim which has been signed by Mr. Archie Ferguson, Secretary of the South Umpqua Telephone Company.

Yours very truly,

J. M. DEVERS

By W. A. Martin
W. A. MARTIN
Office Attorney

WAM:TT
Encls.

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FOR FILING

11-2-1125

February 6, 1942

Mr. E. L. Rigdon
Days Creek, Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 6, 1941, granted your request for an extension of time, from September 30, 1941, to June 30, 1942, in connection with state highway contract No. 2473, for grading, surfacing and oiling the Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway, in Douglas County, subject to the condition that you reimburse the state for extra engineering expense incurred subsequent to the specified date of completion.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. K. B. Lytle

R

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FOR FILING

110-1025

November 7, 1941

gi

Mr. Archie Ferguson
Secretary-Treasurer
The South Umpqua Telephone Co.
Days Creek, Oregon

Dear Mr. Ferguson:

The State Highway Commission, at its meeting here in Salem yesterday, discussed your letter of October 30 relative to the readjustment of your telephone poles along the Days Creek-Wrights Ranch Section of the Tiller-Trail Highway.

The Commission gave this matter very careful consideration. In the discussion of the same, the history of the matter was recalled and the facts in the case reviewed thoroughly. The Commission feels that the decision that it reached when this matter was first discussed is fair and reasonable. Furthermore, that its legal and ethical position in the matter is sound. In view thereof the Commission decided not to make any change in its previous offer of settlement with you.

The funds that are available to the State Highway Commission, as you know, are public funds which have been entrusted to the State Highway Commission for expenditure. The Commission must be very careful in its expenditure of the same otherwise it might be placed in a very embarrassing position. The Commission feels in this particular instance that it is giving the South Umpqua Telephone Company fair treatment and trusts that after further consideration by the company it also will agree that the offer made is a fair settlement.

Respectfully yours,

Secretary

HBG:AM

R

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FOR FILING
110-1035

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4th, 1941

Subject: Days Creek Telephone Line Bill
on Tiller-Trail Highway

To:
Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

I hand you herewith letter from Mr. Lytle concerning the payment to the Days Creek Telephone Line. You will remember that their line occupied the right of way but in order to assist them in removing it we offered to pay $185.00 toward the relocation of the line. They refused to accept the offer, and we were compelled to remove the line.

I see no reason to concur in Mr. Lytle's recommendation, as I do not feel that we are obligated to make any payment whatsoever.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

cc to: H. B. Glaisyer

State Highway Engineer

November 3, 1941

Mr. Archie Ferguson
Secretary-Treasurer
The South Umpqua Telephone Co.
Days Creek, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of October 30 relative to reconstruction of your telephone pole line on the Tiller-Trail Highway.

This is a matter that will have to come before the State Highway Commission. The Commission is meeting here in Salem this week and I shall be pleased to bring your letter to its attention at that time and if possible will get the Commission to act upon it.

There is a possibility that the Commission will not be able to get to this part of the agenda; however, if they do not have time, I will place it on the agenda for the attention of the Commission on November 12.

Very truly yours,

MEC:RS

Secretary

AGENDA
NOV 6 1941

RECEIVED
NOV 3 - 1941

Days Creek, Oregon
October 30, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In regard to the damage claim presented you by the South Umpqua Telephone Company for damages done their line of the Days Creek-Wright ranch section of the Tiller-Trail Highway, we wish you would reconsider our claim. Your right-of-way man agreed with us all the lines on this job should be moved, one hundred and twenty some odd poles. We all agreed a fair price for the work would be six hundred dollars and if the telephone company and highway department split this 50-50 it would be fair to all concerned, so the claim was sent you with your agents approval asking three hundred dollars damages.

Your Roseburg office in their report to you contend that all poles within 20 feet of center of present traveled road were on the right-of-way and must be moved at our expense. We contend that on these old roads there is no survey designating a center line that can be followed, which makes it impossible to use the present road as a basis of measurement. In some sections 40 foot right-of-way cannot be claimed as sixty or seventy years ago when these roads were established no width was designated. Indications show that the road has been shifted on numerous occasions and some places the river has washed the road away, the owner giving more ground at these places.

Since construction has started, the lower part of our line has been out of service almost continuously, considerable of it has been destroyed.

We do not want you to feel that we do not appreciate new road work in our valley or want to hold up construction in any manner, but we do wish to impress you that our telephone lines have been here thirty five or forty years, which makes us feel we have some prior right. Therefore, if you could disregard the minor points and technicalities, etc., and just consider that you are

REFERRED TO
[illegible]
BY SECRETARY

REFERRED TO
Mr. [illegible]
By Chief Engineer
For agenda

~~REFERRED TO~~
~~By Chief Engineer~~

building a new, wider road, thereby causing us to move and rebuild our lines on this section, we think you will agree to the allowance of our claim for three hundred dollars.

Yours respectfully,

THE SOUTH UMPQUA TELEPHONE CO.

Archie Ferguson

Sec.-Treas.

FORM E-30 30M 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 27, 1941

Subject: Days Creek-Milo

To: H. G. Smith
Construction Engineer

Dear Sir:

The delegation from the Days Creek-District on the Tiller-Trail Highway was in the office Saturday to discuss the payment for the relocation of the Days Creek Telephone line. They had placed their costs to at least $300.00, but were willing to compromise at $250.00.

My recommendation, you will remember, was $185.00. When these people refused to do anything towards moving the poles, which were in our way, we simply took the line down and placed it on the fence posts. I understand it has not functioned since.

Rather than continue the fight, I recommend we compromise and pay them $250.00. In the settlement for this, I suggest that we simply have them sign an agreement releasing us from any responsibility upon the payment of the sum mentioned.

If it is necessary that this matter be taken up before the Commission again, I suggest that it be done at the next meeting, which is to be held this week, providing this is possible.

Very truly yours,

K D Lytle

K. D. LYTLE
Division Engineer

KDL:G

RECEIVED
OCT 28 1941

August 2, 1941

2a agenda 7/16/41

Mrs. Ray Wright
Secretary
South Umpqua Telephone Co.
Days Creek, Oregon

Dear Madam:

The State Highway Commission had under discussion at its last meeting the moving of the telephone pole line of the South Umpqua Telephone Company from the right of way of the Dear Creek-Wright Ranch Section of the Tiller-Trail Highway, in order to facilitate the construction of this highway project.

I am pleased to inform you that the Commission has authorized payment to the Telephone Company of $3.00 per pole, for the moving of some 45 poles which are now located twenty or more feet from the center line of the old road, and the Commission has also authorized payment to the Telephone Company of the sum of $5.00 for new poles that have to be installed as a change over from the fastening of the wires on trees. It is my understanding that there are now seven places where wires are now fastened on trees more than twenty feet distant from the center line of the highway.

Our Division Engineer, Mr. K. D. Lytle, whose headquarters are in Roseburg, will contact you relative to the details. I might state, however, that all of the poles must be installed at the new highway right of way line and must be round poles, in good, sound condition, installed in a first class manner, subject to the approval of Mr. Lytle.

This offer of the Commission extends only to the section of this highway now under contract, as it was thought best not to extend the arrangement to the adjoining section until such time as the Commission was ready to proceed with construction of such section and right of way had been acquired.

Due to the fact that our contractor's operations are being delayed on account of the existence of your pole line, we are asking you to give this matter of the re-arrangement of your poles immediate attention. It is imperative that this be done in order to avoid any further unnecessary delay.

Trusting that the Commission's offer meets with your approval, and that you will under take the re-arrangement of your pole line at once, I remain

Respectfully yours,

Secretary

HBG:BB

cc E. D. Lytle

EXCERPT FROM THE COMMISSION MINUTES

OF JULY 18, 1941

The Engineer reported the result of investigations by Division Engineer K. D. Lytle in regard to the request of the South Umpqua Telephone Company for the moving of some of its poles on the Tiller-Trail Highway to accommodate the improvement of the Deer Creek-Wrights Ranch Section. He read aloud Mr. Lytle's report on this subject (See letter dated June 30, 1941, directed to H. G. Smith, Construction Engineer) in which Mr. Lytle recommends payment to the company of $3.00 per pole for moving 45 poles which are located 20 feet or more from the centerline of the old road and $5.00 for each of 7 poles that are needed to suspend wires that are now fastened to trees. The Engineer advised that he concurs in the recommendation. After discussion the Commission approved the recommendation unanimously subject to the condition that the arrangement shall not extend beyond the limits of the present highway contract.

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OREGON STATE HIGHWAY COMMISSION
INTER-OFFICE CORRESPONDENCE

July 8, 1941.

Mr. R. H. Baldock

In reference to the attached report from H. G. Smith, covering the South Umpqua Telephone line on the Deer Creek-Wright Ranch Section, the Commission at its meeting on June 12 and 13, asked the engineer to secure a complete report and furnish same for the next meeting.

You will note that Mrs. Wright in her communication to Mr. Devers requests cooperation in the amount of $300. Mr. Lytle recommends a total cooperation of $185 (although his figures only add up to $170). (See last three paragraphs of his report.)

I would recommend that the matter be presented to the Highway Commission and covered by an agreement.

C. B. McCullough

CBM:AP

cc Mr. H. G. Smith

FORM E-30 25M 3-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5th, 1941

Subject: South Umpqua Telephone Line
Days Creek-Wright Ranch

To: Mr. C. B. McCullough
Asst. Chief Engineer
Office

Dear Sir:

In regard to Record of Assignment #1271, request of the South Umpqua Telephone Company that we contribute $300.00 toward the reconstruction of their line, I attach hereto report from Mr. Lytle in which he recommends that we contribute $185.00 for the removal of certain poles.

I might say that it has been the policy of the Department in past years to be rather lenient with rural telephone systems and to assist in their readjustment. This has been the policy not merely from equity but because they are usually absolutely without funds, and we have had to do it in order to avoid delaying the contractor with possible costs for those delays.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR
Enc.

June 30, 1941

52

Mrs. Mae Wright, Secretary,
South Umpqua Telephone Company
Days Creek, Oregon

Dear Mrs. Wright:

Reference is made to correspondence between yourself and our Attorney, Mr. J. M. Devers, concerning the moving of some of your telephone poles along the right of way of the Tiller-Trail Highway in the vicinity of Days Creek.

This matter is of quite long standing and I thought that you would appreciate word that your request has not been overlooked. The Highway Commission discussed your proposal at its last meeting but of necessity had to defer action thereon pending additional report from the engineer. It is quite likely that the matter will be disposed of at the next regular meeting of the Commission which will be held on July 17, 1941.

Very truly yours,

Secretary

EBG:AM

FORM E-30 25M 3-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

June 30, 1941

Subject: Telephone Line
Days Creek-Wright Ranch

To:

H. G. Smith
Construction Engineer

Dear Sir:

Pursuant to a request made by the Commission, I am submitting, below, a report on the advisability of cooperating with the Days Creek-Milo Telephone Company in the moving of its telephone line on the Tiller-Trail Highway, between Days Creek,(M.P. 7.7) and Milo, (M.P. 16.8).

The line, built about twenty years ago, is owned by the Days Creek-Milo Telephone Company, Mrs. D. N. Poole, Days Creek, being president. It serves about twenty-five families and the value of it was placed at $430.00 by the State Tax Commission. There is no record of any right-of-way or easements purchased by the Company. The toll rate per phone, per year, is $1.50.

The project now under contract is 4.3 miles in length, of which 3.8 miles of right-of-way is occupied by the telephone line.

The right-of-way of the road we took over from the County, when it was made a secondary highway, was indefinite as the road had never been legally established. However, in two instances, totaling 8200 feet, the County had secured deeds to a 40 foot right-of-way, so, for the balance of the distance, we assumed that we owned or controlled a strip of land 20 feet on each side of the centerline of the old road. Our new descriptions of land to be purchased were based on the above assumption. The fences, however, were not built on the 20 foot line but were at random distances from the original centerline.

Measurements taken indicate that the telephone poles are located with reference to the center of the present travelled road, as follows:

35 Poles over 20 feet from centerline
10 Poles 20 feet from centerline
69 Poles less than 20 feet from centerline

At sixteen places this wire is fastened to trees, of which seven trees are over 20 feet from the old centerline. Only two of the above poles are outside of the old fences and twelve set exactly on the fence line, leaving one hundred within the area enclosed by the fence.

In order to construct the new road, it is necessary that 39 poles be moved immediately, all are within the fences, but six are more than twenty feet from the center of the travelled portion of the present road. The cost of moving the poles is estimated at $3.00 each and the cost of installing a new pole is set at $5.00.

Based on these figures, I recommend we pay the Company $3.00 per pole for moving the 45 poles, which are twenty or more feet from the centerline of the old road. For the change of the wire fastened on trees, I suggest we pay them $5.00 for the seven outside the twenty foot line, as new poles would have to be placed. The total based on this plan would amount to $185.00.

However, any agreement made should provide that the Company move the entire line back to our new right-of-way line and that, when new poles are necessary, they be furnished by the Company at its own expense. We should also insist that all poles be installed in a first class manner, using good sound poles which will eliminate the hazard now existing.

This recommendation applies only to the section under contract; I do not think we should go any further until we have purchased our right-of-way for the next unit.

Very truly yours,

KDLytle

K. D. LYTLE
Division Engineer

EXCERPT FROM THE COMMISSION MINUTES

OF JUNE 13, 1941

The Commission discussed a letter from the South Umpqua Telephone Company with regard to moving some telephone poles on the Tiller-Trail Secondary Highway to accommodate a highway improvement. They gave as their understanding that thirty-nine telephone poles are required to be moved at the present time; however, pointed out that if the highway work is extended there will be about eighty-three more poles to move, some of which are located on the highway and others on adjacent private property. They suggested that it would be advisable to move all of the poles at this time and that the state pay the company $5.00 per pole for moving the sixty poles that are not on the present highway. Division Engineer K. D. Lytle, who was present, advised that the thirty-nine poles mentioned by the company are on the present highway and that he has asked the company to move them inasmuch as that is the company's obligation under its franchise. Further, such poles are the only ones now in the way of the highway construction and there is no urgent need for moving the others. It appeared to him that the reason the company wants to move the other poles now is simply to secure financial assistance from the state to help defray the cost. The Commission deferred a decision in the matter pending further investigation and report by the Engineer as to whether any advantage or benefit would result by securing the removal of the one hundred and twenty-two poles at this time.

52

June 9, 1941

Mrs. Ray Wright, Secretary,
South Umpqua Telephone Company,
Days Creek, Oregon.

Dear Mrs. Wright:

I was trying a lawsuit when the Commission was in session on the twenty-second and was not able to attend the meeting and I understand that the Commission had to adjourn before it had completed its work.

The Commission will meet again the twelfth of this month and I have asked the Secretary to bring this subject to the attention of the Commission for disposition and I will ask the Secretary to advise you just as soon as the Commission takes action.

I hope the delay has not inconveniencedyou or the association you serve.

Yours very truly,

J. M. DEVERS

JMD:FW

M

Days Creek, Oregon
June 5, 1941

Mr. J. M. Devers
Attorney, State Highway Commission
Salem, Oregon

RECEIVED

Dear Mr. Devers:

In your letter of the thirteenth (May) you said that the Commission met again the twenty-second and that it would be reqhested that this subject of the South Umpqua Telephone Company would be considered.

We have not heard from you and since the telephone poles will have to be moved before the construction work starts on the highway. We hope our request has been granted, so the company can proceed with the work.

Yours very truly,
(Mrs.) Ray Wright
Secretary, South
Umpqua Telephone Co.

May 13, 1941

Mrs. May Wright, Secretary
South Umpqua Telephone Company,
Days Creek, Oregon.

Dear Mrs. Wright:

I am sorry that I was not at the last Highway Commission meeting and therefore did not get an opportunity to discuss with the Commission your request concerning the relocation of telephone poles belonging to the South Umpqua Telephone Company. I was engaged in the trial of a lawsuit and therefore not able to attend the meeting.

However, the Commission will again be in session on the twenty-second and I have handed your letter to the Secretary of the Commission and asked that the subject be considered. I see no reason why the request should not be granted, especially in view of the fact that there is some dispute as to whether or not all of the poles are within the right of way.

Under the circumstances it appears to me that a compromise arrangement such as suggested in your letter would be appropriate.

Yours very truly,

J. M. DEVERS

JMD:PW

Days Creek, Oregon
May 7, 1941

Mr. J. M. Devers
Attorney, State Highway Commission
Salem, Oregon

Dear Sir:

A meeting of the South Umpqua telephone Company was held in reference to the 39 telephone poles that are required by the state to be moved from the rightaway, which is to be under construction soon.

A discussion favored moving all the line, which hass 120 poles. There is a large number of these poles on the fence line and there is a question as whether they are on highway or private property. If the highway commission could pay us $5 a pole for 60 of the poles which would be a sum of $300, the company would rebuild all the line over the reconstructed part of the highway. Some of the old poles could be used but many would have to be replaced with new ones.

Sincerely yours,
Mrs. Ray Wright
Sec. of South Umpqua
Telephone Co.

R

RECEIVED
AUG 27 1941
FOR FILING

110-1025

August 26, 1941

W. A. Smith
The Texas Company
600 Republic Building
Seattle, Washington

Dear Sir:

This will acknowledge receipt of your letter of August 13 inquiring about Mr. E. L. Rigdon's Contracts Nos. 2473 and 2474.

Contract No. 2473 for grading, surfacing and oiling on the Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway in Douglas County was bonded by The Aetna Casualty and Surety Company through their resident agent, Bates, Lively & Pearson, Yeon Building, Portland. It is estimated that the work on this project will be completed about September 30, 1941. Payment for work done to August 15, in the amount of $8,894.02 is now in the process of payment. Final estimate will probably be paid within two to three months after completion of the work.

Contract No. 2474 for grading, surfacing, oiling and bridge construction on the Oak Creek-Marks Ranch Section of the North Umpqua County Road in Douglas County was bonded by The Aetna Casualty & Surety Company through their resident agent, Bates, Lively & Pearson, Yeon Building, Portland. It is estimated that this job will be completed by Sept. 30, 1941. Mr. Rigdon has been paid a total of $20,197.12, including estimate No. 3 now in the process of payment for work done to August 15. Final payment on this work will be made in about two to three months after completion.

Yours very truly,

DGD:OA

Secretary

NOTED
D. G. DeSart

RECEIVED
AUG 14 1941
OREGON
STATE HIGHWAY COMMISSION

THE TEXAS COMPANY
(A CALIFORNIA CORPORATION)
TEXACO PETROLEUM PRODUCTS

SALES DEPARTMENT
SEATTLE DISTRICT
W. A. SMITH, CREDIT MANAGER

600 REPUBLIC BUILDING
SEATTLE, WASHINGTON

August 13, 1941

E. L. RIGDON
DAYS CREEK, OREGON

Oregon State Highway Commission
Salem, Oregon

ATTENTION: Mr. H. B. Glaisyer, Secretary

Gentlemen:

We are furnishing petroleum products to Mr. Rigdon on job No. 2473, Days Creek, Wright Ranch, and job No. 2474, Oak Creek, Marks Ranch, and would appreciate it if you would advise us the name of the Bonding company bonding these jobs, the probable date of completion of each job, and if Mr. Rigdon has received an estimate for work done, and when the final estimate will be made.

We wish to thank you in advance for this information and for the inconvenience it causes you.

Yours truly,

THE TEXAS COMPANY

W A Smith

W. A. SMITH
Credit Manager

HET-KCF

R

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AUG 11 1941
FOR FILING

110-1025

August 9, 1941

Rogers Construction Company
Dayton, Washington

Gentlemen:

This will acknowledge receipt of your letter of August 8 and advise that R. L. Rigdon has contract No. 2473, for grading, surfacing and oiling 4.3 miles of roadway, on the Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway, in Douglas County, in the amount of $46,549.75. He also has contract No. 2474, for grading, surfacing and oiling 2.97 miles of roadway and the construction of a bridge on the Oak Creek-Marks Ranch Section of the North Umpqua County Road, in Douglas County, in the amount of $65,442.50. Both these contracts were bonded by the Aetna Casualty and Surety Company, through their resident agents, Bates, Lively & Pearson, Yeon Building, Portland.

Both these contracts were executed on May 22, 1941, and the specified date of completion in each case is September 30, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

R. Rogers
Donald C. Rogers

ROGERS CONSTRUCTION CO.
General Road Contractors
Dayton, Washington

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AUG - 8 1941
OREGON
STATE HIGHWAY COMMISSION

August 8, 1941

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We are contemplating taking sub-contracts for crushing rock on E. L. Rigdon's jobs. We would appreciate your advising us the name of the surety company and the name of the Resident Agent furnishing the bond on the Tiller-Trail Secondary Highway contract in Douglas County and the North Umpqua County Road Highway contract in the same county.

We will also appreciate your advising us the State Highway contract numbers for these jobs and the dates on which the contracts were executed.

Thanking you for your many courtesies,

Yours very truly,
ROGERS CONSTRUCTION CO.

Donald Rogers

DCR en

REFERRED TO
[illegible]
BY SECRETARY

prepare reply

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110-1025

May 28, 1941

Mr. E. L. Rigdon
Hampton, Oregon

Dear Sir:

Four copies of contract No. 2473, which was awarded to you by the State Highway Commission on May 22, 1941, covering the Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway, in Douglas County, have been forwarded to you by express, addressed to Bend, Oregon. It was necessary to send these contracts to Bend, due to the fact that there is no express office at Hampton. Will you kindly see that these are called for as soon as possible.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D.G. DeSart

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2473

May 23, 1941

Mr. E. L. Rigdon
Hampton, Oregon

Dear Sir:

The State Highway Commission on May 22, 1941, awarded you the contract for 4.30 miles grading, surfacing, and oiling on the Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway, in Douglas County. This award was based on your low bid of $46,549.75 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

cc - R. H. Probert
G. S. Paxson

CONTRACT# [redacted] 2474

FAS-14-D-1 Oak Creek-Marks Ranch Sec.
North Umpqua Co. Rd. 1941

2474

RECEIVED
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FOR FILING

FAS 14-D-1

January 7, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith the original copy of final voucher for the Oak Creek-Marks Creek Section, Project No. FAS 14-D (1), which copy was returned for correction, with your letter of January 2, 1943.

The copies of excerpt from the minutes of the meeting of the Highway Commission, covering an extension of time to July 3, 1942 for work under contract number 2474, which were requested in your letter, were sent to you on January 4, 1943.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

G. E. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 2, 1942

5600
1/0

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We returning herewith the original signed white copy of the final voucher for Oregon Federal Aid Secondary Project FAS 14-D (1), the Oak Creek-Marks Creek Section of the Umpqua Highway.

Will you please correct it to show that it covers work done to July 3, 1942, instead of June 27, 1942. We already have paid a progress voucher extending to the former date, which the records show is the date of contract completion. We will make suitable change on the yellow copies.

Please send us also four copies of an excerpt from the Commission's minutes making the three-day additional extension of time to July 3, 1942, not covered in the excerpt from the minutes of the meeting of November 17, 1941, which was received with the voucher.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

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STATE HIGHWAY COMMISSION

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FOR FILING

FAS 14-D-1

January 4, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Reference is made to inquiry contained in your letter of December 14, 1942, concerning the completion date for work on the Oak Creek-Marks Creek Section, Project No. FAS 14-D (1).

Please be advised that the correct date of completion is July 3, 1942 and the date shown on the final voucher is erroneous.

We are enclosing copies of an excerpt from the meeting on August 14, 1942 of the Highway Commission, granting an extension of time for the period from June 30, 1942 to July 3, 1942.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

EXCERPT FROM MINUTES OF MEETING ON AUGUST 14, 1942

OF THE OREGON STATE HIGHWAY COMMISSION

E. L. Rigdon, contract No. 2474, for grading, surfacing, oiling and bridge construction on the Oak Creek-Marks Ranch Section of the North Umpqua County Road, in Douglas County, requested an additional three days extension of time from June 30, 1942, to July 3, 1942, within which to complete this job. He gave no reason for failure to complete the project within the specified time limit. The Engineer advised that this contract was awarded on May 22, 1941, and according to the provisions thereof should have been completed by September 30, 1941; however, that was not possible because the subcontractor on the oiling work could not perform his part of the work due to a previous contract with the federal government for the paving of an airplane landing field. He recommended in view of the circumstances that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation.

A. L. MONSON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 14, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to final voucher for Oregon Federal Aid Secondary Project FAS-14-D(1), received with your letter of November 13, 1942.

The resident engineer notified us the date of completion was July 3, 1942. The extension of time as shown in the accompanying excerpt from the Commission's proceedings was only to June 30, 1942.

The voucher claims reimbursement for the period ending June 27, 1942.

Will you please send us the necessary information which will permit ironing out these descrepancies and the forwarding of the voucher.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

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DEC 15 1942
OREGON
STATE HIGHWAY COMMISSION

A. L. MONSON

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FAS 14-5-1

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1 - 1942
COPY

Tillamook, Oregon

November 19, 1942

Mr. E. L. Rigion
Route #1, Box 282
Grants Pass, Oregon

Dear Sir:

We are enclosing a statement of account showing a balance due us of $557.32 from our subcontracts under you on the Oak Creek-Marks Ranch Project, State of Oregon Contract No. 2474, and the Days Creek-Wright Ranch Project, State of Oregon Contract #2473. You sent us a statement showing a balance due us of $200.00 so that the differences between our statements is $357.32. This difference is accounted for as follows.

On the Oak Creek job we furnished you our truck for 205½ hours at $3.50 per hour for a total charge of $717.50. You have allowed us only 188 hours at $3.50 for $658.00. This makes a difference of $59.50. In your letter of September 10 you stated that this was the difference between the actual time our trucks worked and the time we had our bill made out for. We have rechecked our time and can find nothing wrong with it. All of our time tickets except the last few days were approved by your foreman. Those for the last few days were not approved by him because he was not there to approve them. We cannot discount this item simply because you did not have anyone there to approve the time.

On the Days Creek job, you have not allowed us anything for Screen Rejects. This item was 192.8 cubic yards at $.25 for a total of $48.20. Nor did you allow us anything for PA #3, 145½ cubic yards ¾ - 0 in stockpile. This item was furnished by us and we believe that we are entitled to payment at a price of $1.00 per cubic yard. Our contract price for this same item was $1.00 per ton.

In addition to the above, we are entitled to $83.00 for rock placed on the haul roads on the Days Creek job. You were supposed to maintain these roads and we did not agree to furnish the rock for same free of charge.

Also, you charged us, on the Oak Creek job, for three hours tractor rental at Days Creek at $7.00 for a total of $21.00. We do not understand why you have carried this Days Creek rental on the Oak Creek job. As far as rentals on the Days Creek job are concerned, and this would include the three hours listed above, you agreed with Mr. Rogers to cancel all rentals at Days Creek. We cancelled $413.25 of truck rental at Days Creek and this is more than enough to offset any rentals due you.

NOTED
A. L. MONSON

This summary of our account with you does not take into consideration some extra expenses incurred by us because of your failure to carry out your part of the contract. Our contract with you on the Days Creek job stated that you were to build and maintain a road and a bridge into the quarry site. You failed to do this. It was necessary for us to build a foot bridge in order to move in supplies, etc. In moving our equipment out it was necessary for us to ford the river. We are of course entitled to extra compensation because of your failure to fulfill your part of the contract.

On the Oak Creek job you were also supposed to build and maintain a road and a bridge. You did not maintain the bridge and we had to ford the river in order to move out. We rented your tractor to help move out and you have complained that we left the water standing in the frictions and that as a result it was necessary for you to repair your tractor. Our Superintendent states that we did not leave the water standing in the frictions. The plugs were taken out and left laying in the seat of your tractor. If your tractor was damaged in fording the river it is also true that our equipment was damaged to some extent because it had to ford the river. We would be entitled to extra compensation from you for any damage because you failed to properly maintain the bridge.

We will accept the [illegible] shown on our accompanying statement as full payment on these two projects, provided that payment is made promptly. Should you fail to give this matter your immediate attention, we will be forced to bill you also for all of our expenses because of your failure to build and maintain a road and a bridge into each one of the quarry sites.

Very truly yours,

ROGERS CONSTRUCTION CO.

WER:pen

CC: Oregon State Highway Commission
Salem, Oregon

Bates, Lively & Pearson, Agents
The Aetna Casualty and Surety Co.
Yeon Building
Portland, Oregon

Oak Creek-[illegible] Ranch Job.

Item	Rigdon's Quantity	Rigdon's Amount	Rogers' Quantity	Rogers' Amount
3" - 0" gravel in base	18831	$ 16479.90	18311	$ 16479.90
¾" - 0" gravel in base	3028-2/3	3282.67	3028-2/3	3282.67
Furnish Aggregates	1974.9	1974.91	1971.9	1974.91
1½ - 0" for County	978.6	978.60	978.6	978.60
		22656.03		22654.08
Less Bond 1%		228.56		228.56
		22427.02		22427.32
Equipment Rental, Truck @ $3.50				
Due Rogers from Rigdon	188 hrs.	658.00	205½	717.50
		$ 23085.52		$ 23146.52
Equipment Rental, Tractor @ $9.00				
Due Rigdon from Rogers	45:55 hrs.	-413.25	45:55 hrs.	-413.25
Equipment Rental, Tractor @ $7.00				
Due Rigdon from Rogers				
on Days Creek Job	3	-21.00		
Balance		$ 22651.27		$ 22932.07

Days Creek-Wright Ranch Job

Item	Rigdon's Quantity	Rigdon's Amount	Rogers' Quantity	Rogers' Amount
¾" - 0" gravel in base	5839.07	$ 5839.06	5839.07	$ 5839.06
Furnish aggregates	1342.9	1342.92	1342.9	1342.92
¾" - ½" in stockpile	675.8	675.80	676.4	676.40
½" - ¼" in stockpile	601.2	601.20	600.4	600.40
¼" - 0" in stockpile	800	800.00	800	800.00
Rejects @ $.25			192.8	48.20
PA #5 (¾" - 0" @1.00 per cu. yd.			145.5	145.50
		$ 8409.53		$ 8603.08
Less Bond 1%		84.10		86.00
		$ 8325.43		$ 8517.00
Rock placed on haul roads				15.00
Balance		$ 8325.43		$ 8502.00

SUMMARY

		Rigdon's Amount	Rogers' Amount
Amount earned, Oak Creek Job		$ 22851.27	$ 22932.07
Payments:			
11-10-41	$11540.00		
12-10-41	9313.74		
3-16-42	223.75		
9-17-42	773.78 ✓	$21851.27	$21851.27
	Balance	$ 1000.00	$ 1080.80
Amount earned, Days Creek Job		$ 8325.48	$ 8602.00
Payments:			
1-10-42	5170.38		
2-10-42	1877.75		
3-10-42	860.00		
9-17-42	497.35 ✓	8125.48	8125.48
		$ 200.00	$ 476.52
Balance, Oak Creek		1000.00	1080.80
Balance, Days Creek		200.00	476.52
		$ 1200.00	$ 1557.32
Less Payment 3-6-42 (Mr. Rigdon made a lump sum payment of $1000.00. He did not say which job to apply this on)		1000.00	1000.00
Balance due Rogers Const. Co. (Both jobs)		$ 200.00	$ 557.32

RECEIVED
OCT 21 1942
FOR FILE

FAS 11-13-1

October 20, 1942

Mr. Claude W. Barrick
Lawyer
Alderman Building
Tillamook, Oregon

Dear Sir:

I wish to acknowledge receipt of and thank you for your letter of October 19, 1942, advising that Rogers Construction Company has received $973.78 in connection with its claim against E. L. Rigdon on contract No. 2474, Oak Creek-[illegible] Ranch Section of the North Umpqua County Road, in Douglas County. The original claim, according to our records, was in the amount of $1,908.23, indicating that there is a balance still due Rogers Construction Company of $934.45 in connection with this contract.

I also note in your letter that Rogers Construction Company has received $497.35 in connection with its claim against E. L. Rigdon's contract, No. 2473, Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway, in Douglas County. The original claim, as filed, was in the amount of $500.52, leaving a balance due the Company of $3.17.

Very truly yours,

AM

Secretary

cc - Rogers Constr. Company
Dayton, Washington

cc - The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Bldg.
Portland, Oregon

cc - E. L. Rigdon
Days Creek, Oregon

CLAUDE W. BARRICK
LAWYER
ALDERMAN BUILDING
TILLAMOOK, OREGON

October 19, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. S. H. Probert

Gentlemen:

Mr. Rogers of Rogers Construction Company for whom I wrote you on August 31st concerning the Oak Creek-Marks Ranch Section, contract number 2474, and the Days Creek-Wright Ranch Section, contract number 2473, has asked me to advise you that he has received $973.78 on contract #2474, and $497.35 on contract #2473.

These payments were received on September 10th.

Yours very truly,

CW Barrick
C. W. Barrick

CWB:p

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OCT 20 1942
STATE HIGHWAY COMMISSION

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FOR FILING

7ad 14-D-1

September 23, 1942

Mr. E. L. Rigdon
Shady Cove, Oregon

Dear Sir:

The State Highway Commission, at its meeting on August 14, 1942, granted you the extension of time requested from June 30, 1942, to July 3, 1942, without penalty, in connection with contract No. 2474 for grading, surfacing, oiling and bridge construction on the Oak Creek-Marks Ranch Section of the North Umpqua County Road, in Douglas County.

Very truly yours,

Secretary

HBG:hew
cc: Mr. K. D. Lytle

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FOR FILING

FAS 11-14-1

September 1, 1942

Mr. C. W. Barrick, Lawyer
Alderman Building
Tillamook, Oregon

Gentlemen:

We have your letter of August 31 advising us in regard to the claims of Rogers Construction Company against E. L. Rigdon on his contract No. 2474, for grading, surfacing, oiling and construction of bridges, on the Oak Creek-Marks Ranch Section of the North Umpqua County Road, in the amount of $1908.23, and on his contract No. 2473, for grading, surfacing and oiling, on the Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway, in the amount of $500.52.

In accordance with our usual practice we are calling these claims to the attention of Mr. Rigdon's surety, The Aetna Casualty & Surety Company, Bates, Lively & Pearson, Agents, Yeon Building, Portland, as well as to the attention of Mr. Rigdon.

For your information in case you are forced to take action against Mr. Rigdon's bond, we advise that contract No. 2473 was completed on June 30, 1942, and accepted by the Highway Commission on July 23, 1942. Contract No. 2474 was completed July 3, 1942, and accepted August 14, 1942.

If we can be of any further assistance please advise.

Very truly yours,

Secretary

DGD:MS

NOTED
D. G. DeSart

September 1, 1942

The Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building,
Portland, Oregon

Gentlemen:

We have been informed by Mr. Claude W. Barrick, Lawyer, Alderman Building, Tillamook, that Rogers Construction Company have a claim against E. L. Rigdon on contract No. 2474 for grading, surfacing, oiling and bridge construction on the Oak Creek-Marks Ranch Section of the North Umpqua County Road, in the amount of $1908.23.

We are bringing this to your attention since you are surety on the contract.

Very truly yours,

Secretary

DGD:RS

cc - E. L. Rigdon
Shady Cove, Oregon

NOTED
D. G. DeSart

CLAUDE W. BARRICK
LAWYER
ALDERMAN BUILDING
TILLAMOOK, OREGON

August 31, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: S. H. Probert

Gentlemen:

Rogers Construction Company have requested me to advise you that there is due them from E. L. Rigdon on the Oak Creek-Marks Ranch Section under contract #2474, the amount of $1908.23 and on the Days Creek-Wright Ranch Section under contract #2473, the further sum of $500.52.

I am enclosing herewith statements of the two accounts for your files.

Yours very truly,

C W Barrick

C. W. Barrick

CWB:p
Encl. - 2

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STATE [illegible] COMMISSION

REFERRED TO
De Sart
BY SECRETARY

Acknowledge & notify surety with cc to contractor

STATEMENT

ROGERS CONSTRUCTION CO.
GENERAL ROAD CONTRACTORS

Home Office:
DAYTON, WASH.

FOR FILING

E. L. Rigdon
Days Creek, Oregon

Oak Creek-Marks Ranch Section--Contract #2474

3" - 0"	18,311.00 tons @ .90		16,479.90
¾ - 0	3,522.67 tons @ 1.00		3,522.67
Furnishing Aggregates	2,100 tons @ 1.00		2,100.00
1½ - 0 for County	878.6 tons @ 1.00		878.60
			22,981.17
Payments: Nov. 10		11,340.00	
Dec. 10		9,313.74	20,653.74
		500.00	500.00
			1,827.43
Equipment rental due			80.80
			1,908.23

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paid the contractor in connection with this contract will be [illegible] including final payment, and that no force account work was performed therein. This contract was completed on July 3, 1942, and was accepted by the Commission on August 14, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
D. G. DeSart

RECEIVED
AUG 25 1942
FOR FILING

FAS 14-D-1

August 24, 1942

The Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2474 for work on the Oak Creek-Marks Ranch Section of the North Umpqua County Road, in Douglas County, has been completed by the contractor, E. L. Rigdon, and that final settlement will be made on or after September 3, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $61,213.30 including final payment, and that no force account work was performed therein. This contract was completed on July 3, 1942, and was accepted by the Commission on August 14, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
D. G. DeSart

FAS 14-D-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

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AUG 15 1942
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August 7, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 14-D (1), Oak Creek-Marks Creek Section of the North Umpqua Highway, was made by a representative of this office on July 10, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Irn

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JUL 28 1942
FOR FILING

FAS 14-D-1

July 24, 1942

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Will you kindly concur in extension of time on E. L. Rigdon's contract #2474, Oak Creek Marks Ranch Section of the North Umpqua Road, Federal Aid Project FAS 14-D(1), from June 30th, 1942 to July 3, 1942.

This is a second request for an extension of time, the first request being granted from Sept. 30, 1941 to June 30, 1942, without penalty.

The project would have been completed some time before June 30th, had the contractor's equipment not been held up on government airport job. Since the delay in completing this job within the extended time limit was due to circumstances beyond the contractor's control, it is recommended that the 3 day additional extension be granted without penalty.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

M

Form E-1—5M—4-41

FAS 14-D-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 4,1942, 19

Section Oak Creek- Marks Ranch

Kind of work Grade, Surface, & Oil

Highway N. Umpqua County Road

Section prefix 210-1026

Contractor E. L. Rigdon

Contract number 2474

Date of contract May 22,1941, 19

Date of completion Sept. 30,1941, 19

Date work started June 22,1941, 19

Estimated date of completion ...., 19

Amount of contract . . . . . . $65442.

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering . . . . . $65442.

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $4500., ...%

Date project was completed July 3,1942, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor had motor grader shaping shoulders and ditches all week and truck and few laborers cleaning up roadsides.

Job completed July 3,1942 .

NOTED
RAY WEBBER

NOTED
H. G. SMITH

RECEIVED
JUL 8 1942

NOTED
E. M. [illegible]

P. P. Whitmore

Signed P. P. Whitmore, Resident Engineer.

Address Canyonville, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.97	2.97		2.97	
Miles partially completed				–	
Miles completed	2.97	2.97		2.97 .	
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				4	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2						2
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	1						1
Men and tractors							
motor grader	1						1

Equipment used during week: Shovels 4, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 4

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week.		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JUL 6 1942
FOR FILING

FHC 11-B-1

July 3, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen: Attention Frank J. Hurner

In accordance with your letter of June 26, you are advised that contract No. 2474, with E. L. Rigdon, has not yet been completed. There has been paid, for work done to January 15, 1942, the amount of $49,505.04.

It is anticipated that this work, which is now 83% complete, will be finished about July 31, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

June 26, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: E. L. Rigdon
Contract #2474

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

FJH:GL
Encl.

R

FAS 14-19-1

RECEIVED
DEC 23 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Ore. FAS 14-D (1)
Oak Creek-Marks Ranch Sec.,
North Umpqua Road

December 19, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
DEC 30 1941
STATE HIGHWAY [illegible]

Ton

Wapper-12818

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 14-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of Nov, 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 31st day of August, 1941, a revised project statement, which was approved on the 26th day of September, 1941, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 23d day of April 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-three thousand, two hundred and no/100 dollars ($43,200.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State : Chap. 175, Laws 1937; Chap. 31, Laws 19[illegible]; Chap. [illegible], Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 497+00 in the NE 1/4, Section 31, T. 26 S., R. 4 W., W. M., the easterly end of Section 8(1) of said project, and survey station 654+00 in the NE 1/4, Section 21, T. 26 S., R. 4 W., W. M., length 2.973 miles, in Douglas County, being Section 9(1) of Oregon Federal Aid Secondary project No. FAS 14, consisting of 2.968 miles of roadway and one bridge of more than 20 feet clear span, 0.005 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of Forty-three thousand, two hundred and no/100 dollars ($43,200.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy thousand, eight hundred twenty and 75/100 dollars ($70,820.75), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 329, Laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of NOV 25 1941, 19__.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Herman [illegible]
Member, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
____
(Title of officer)

By ____________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency ~~as~~ Federal Aid Secondary Project No. FAS 14-E(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $70,820.75 as the total estimated cost of said project, and the sum of $[illegible] as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of .... one thousand nine hundred and NOV 25 1941

Federal Works Administrator,

By ....

Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

RECEIVED
DEC 17 1941
FOR FILING

FHS 14-D-1

December 16, 1941

R. L. Rigdon
Days Creek, Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 17, 1941, granted you the extension of time requested from September 30, 1941, to June 30, 1942, without penalty; however, you are required to maintain the road at your own cost and expense until oiling work has been completed next year. This is in connection with contract No. 2474, for grading, surfacing, oiling and bridge construction on the Oak Creek-Marks Ranch Section of the North Umpqua County Road, in Douglas County.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary

ER

cc: E. D. Lytle

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OCT 31 1941
FOR FILING

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RECEIVED
T 14 1941
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 14-D (1)
Oak Creek-Marks Ranch Sec.
North Umpqua Highway

October 13, 1941

FAS-14-D-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

RECEIVED
SEP 18 1941
FOR FILING

FAS 14-E-1

R

September 18, 1941

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen:

In accordance with your letter of September 15 you are advised that Mr. E. L. Higdon's contract No. 2474 for work on the Oak Creek-Marks Ranch Section of the North Umpqua County Road, in Douglas County is approximately 35 per cent complete as of this date.

There has been paid, for work done to September 15, $20,866.27. There are no claims filed against this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D [illegible]

RECEIVED
SEP 16 1941
Oregon
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

September 15, 1941

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: E. L. Rigdon - Contract #2474
Oak Creek-Marks Ranch section of
N. Umpqua road in Douglas County

It will be appreciated if you will advise us the percentage of completion of the above contract and also the amount paid to date to the contractor. Please advise if there have been any liens filed with you on this contract.

A self-addressed, stamped envelope is enclosed for your convenience in replying to our request.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

PWH:GC
Encl.

DeSart
prepare reply
JHS

RECEIVED
SEP 19 1941
FOR FILING

FAS -14-D-1

#2470

R

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Oak Creek-Mark Creek Section, Project No. FAS 14-D (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 14-D (1)

OAK CREEK-MARKS RANCH SECTION
OF THE NORTH UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 2, 1941

Roadway

All Required		Clearing and Grubbing		$ 1,500.00
2,100	cu. yds.	Trench Excavation, Unclassified	$ .80	1,680.00
50,000	cu. yds.	General Excavation, Unclassified	.20	10,000.00
68,000	yd. sta.	Overhaul	.01	680.00
9,000	yd. mi.	Truck Haul	.10	900.00
12,000	lin. ft.	Rounding Cutbanks	.10	1,200.00
2.97	miles	Finishing Roadbed and Slopes	250.00	742.50
260	lin. ft.	9" Perforated Corr. Metal Pipe	1.40	364.00
100	lin. ft.	12" Concrete Pipe	1.00	100.00
660	lin. ft.	18" Concrete Pipe	2.10	1,386.00
140	lin. ft.	24" Concrete Pipe	2.65	371.00
90	lin. ft.	36" Concrete Pipe	5.50	495.00
55	lin. ft.	42" Concrete Pipe	7.00	385.00
30	lin. ft.	Salvaging Culvert Pipe	.80	24.00
35	cu. yds.	Rock or Gravel Backfill in Drains	2.00	70.00
124	cu. yds.	Class "A" Concrete in Box Culverts	30.00	3,720.00
19,000	lbs.	Metal Reinforcement	.06	1,140.00
18,700	tons	3" - 0" Crushed Gravel in Base	1.10	20,570.00
3,500	tons	3/4" - 0" Crushed Gravel in Base	1.75	6,125.00
700	M-gals.	Sprinkling	1.00	700.00
2.97	miles	Preparation of Base	100.00	297.00
2,100	tons	Furnishing and Placing Aggregates	2.75	5,775.00
124	tons	Furnishing and Placing 151-200 Asphalt	24.00	2,976.00
34	tons	Furnishing and Placing RC-3 or Cutback Asphalt	22.00	748.00
			Subtotal	$61,948.50
			10% Engr. & Cont.	6,194.85
			Total	$68,143.35

Bridge (Sta. 559+95 to 560+20)

40	cu. yds.	Structural Excavation	$ 2.00	$ 80.00
5	cu. yds.	Structural Excavation Below Elevations Shown	6.00	30.00
All Required		Shoring, Cribbing, Etc.		200.00
44	cu. yds.	Class "A" Concrete in Bridge	30.00	1,320.00
7,000	lbs.	Metal Reinforcement	.06	420.00
64	lin. ft.	Concrete Handrail	6.00	384.00
			Subtotal	$ 2,434.00
			10% Engr. & Cont.	243.40
			Total	$ 2,677.40

Length of Roadway	2.968 miles
Length of Bridge	.005 mile
Total Length	2.973 miles
Cost per mile, Roadway	$ 22,959.34

Note: Oiling not to be constructed across bridge

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Roadway	$ 68,143.35	$ 41,567.00	$ 26,576.35
Bridge	2,677.40	1,633.00	1,044.40
	$ 70,820.75	$ 43,200.00	$ 27,620.75

Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

K

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AUG 27 1941
FOR FILING

FAS 74=20-1

August 26, 1941

W. A. Smith
The Texas Company
600 Republic Building
Seattle, Washington

Dear Sir:

This will acknowledge receipt of your letter of August 13 inquiring about Mr. E. L. Rigdon's Contracts Nos. 2473 and 2474.

Contract No. 2473 for grading, surfacing and oiling on the Days Creek-Wright Ranch Section of the Tiller-Trail Secondary Highway in Douglas County was bonded by The Aetna Casualty and Surety Company through their resident agent, Bates, Lively & Pearson, Yeon Building, Portland. It is estimated that the work on this project will be completed about September 30, 1941. Payment for work done to August 15, in the amount of $8,894.02 is now in the process of payment. Final estimate will probably be paid within two to three months after completion of the work.

Contract No. 2474 for grading, surfacing, oiling and bridge construction on the Oak Creek-Marks Ranch Section of the North Umpqua County Road in Douglas County was bonded by The Aetna Casualty & Surety Company through their resident agent, Bates, Lively & Pearson, Yeon Building, Portland. It is estimated that this job will be completed by Sept. 30, 1941. Mr. Rigdon has been paid a total of $20,197.12, including estimate No. 3 now in the process of payment for work done to August 15, Final payment on this work will be made in about two to three months after completion.

Yours very truly,

Secretary

DGD:OA

R

RECEIVED
AUG 4 1941
FOR FILING

FAS. 14-D-1

August 2, 1941

Pacific Portland Cement Co.
417 Montgomery St.
San Francisco, Calif.

Gentlemen:

This will acknowledge receipt of your letter of July 31 and advise that Birkemeir & Saremal are subcontracting the Oak Creek Bridge job from E. L. Rigdon, General Contractor, who has contract No. 2474 for grading, surfacing, oiling and bridge construction on the Oak Creek-Marks Ranch Section of the North Umpqua County Road. This contract was bonded by the Aetna Casualty and Surety Company, through their resident agents, Bates, Lively and Pearson, Yeon Bldg., Portland. The specified date of completion is September 30, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BGD:MS

NOTED
D. C. DeSart

ELEPHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

417 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA

July 31, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are furnishing material to Birkemeier & Saremal for the Oak Creek Bridge job at the North Umpqua Highway.

Will you kindly advise the number of this contract, time set for completion, and the name of the company who wrote the Bond for the general contractor.

Thanks for your cooperation.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H.D. O'Banion

H.D.O'Banion
Credit Manager

HDO:ms

REFERRED TO
[illegible]
BY SECRETARY

prepare reply

Coast Wide Service — San Francisco – Los Angeles – Portland – San Diego – Seattle

FORM 9-A-1 7M 11-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 3 1941
FOR FILING

RECEIVED
JUN 3 - 1941

FAS 14-D-1

2

June 2, 1941

Mr. W. H. Lynch, District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

Work started today on FAS 14-D (1) Oak Creek - Marks Ranch Section, North Umpqua County Road, Contract No. 2474.

Very truly yours,

Frank L. Hall
Resident Engineer

CC to
R. H. Baldock ✓
S. H. Probert
G. S. Paxson
R. D. Lytle

RECEIVED
JUN 4 1941
FOR FILING

FAS 14-19-1

May 28, 1941

Mr. E. L. Rigdon
Hampton, Oregon

Dear Sir:

Four copies of contract No. 2474, which was awarded to you by the State Highway Commission on May 22, 1941, covering the Oak Creek-Marks Ranch Section of the North Umpqua County Road, in Douglas County, have been forwarded to you by express, addressed to Bend, Oregon. It was necessary to send these copies to Bend since there is no express office at Hampton. Will you kindly see that they are called for as soon as possible.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

2474

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MAY 24 1941
FOR FILING

FAS - 14 - A - 1

May 23, 1941

Mr. R. L. Higdon
Hampton, Oregon

Dear Sir:

The State Highway Commission on May 22, 1941, awarded you the contract for 2.97 miles grading, surfacing and oiling; also construction of 25-foot concrete bridge on the Oak Creek-Marks Ranch Section of the North Umpqua County Road, in Douglas County. This award was based on your low bid of $65,442.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AN

cc - S. H. Probert
G. S. Paxson

RECEIVED
MAY 2 1941
FOR

FAS 14-D-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 24 1941
STATE HIGHWAY

May 22, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Highway Project No. FAS 14-D (1), Oak Creek - Marks Ranch Section of the North Umpqua Highway, to E. L. Rigdon, Hampton, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
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FOR FILING

FAS 14-D-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

REFERRED TO Mr Probert
By Asst. Chief Engineer

April 23, 1941

RECEIVED
APR 24 1941
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Secondary Project No. 14-D (1), the Oak Creek - Marks Ranch Section of the North Umpqua Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until the right to occupy and use the right of way is acquired.

Very truly yours

W. H. LYNCH
District Engineer

By: F E Andrews
F. E. Andrews
Sr. Highway Engineer

R

42 Off

April 18, 1941

Mr. W. R. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR 46 showing material requirements for the Oak Creek-Marks Ranch Section, Project No. FAS 14-D (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 14-D (1)

OAK CREEK-MARKS RANCH SECTION

OF THE NORTH UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 18, 1941

Roadway

All Required		Clearing and Grubbing		$ 1,200.00
2,100	cu. yds.	Trench Excavation, Unclassified	$ 1.00	2,100.00
50,000	cu. yds.	General Excavation, Unclassified	.25	12,500.00
68,000	yd. sta.	Overhaul	.01	680.00
9,000	yd. mi.	Truck Haul	.12	1,080.00
12,000	lin. ft.	Rounding Cutbanks	.10	1,200.00
2.97	miles	Finishing Roadbed and Slopes	250.00	742.50
200	lin. ft.	9" Perforated Corr. Metal Pipe	1.10	220.00
100	lin. ft.	12" Concrete Pipe	1.25	125.00
660	lin. ft.	18" Concrete Pipe	2.25	1,485.00
140	lin. ft.	24" Concrete Pipe	3.50	490.00
90	lin. ft.	36" Concrete Pipe	5.50	495.00
55	lin. ft.	42" Concrete Pipe	7.00	385.00
30	lin. ft.	Salvaging Culvert Pipe	.70	21.00
35	cu. yds.	Rock or Gravel Backfill in Drains	2.00	70.00
124	cu. yds.	Class "A" Concrete in Box Culverts	24.00	2,976.00
19,000	lbs.	Metal Reinforcement	.06	1,140.00
18,700	tons	3" - 0" Crushed Gravel in Base	1.00	18,700.00
3,500	tons	3/4" - 0" Crushed Gravel in Base	1.00	3,500.00
700	M-gal.	Sprinkling	1.50	1,050.00
2.97	miles	Preparation of Base	100.00	297.00
2,100	tons	Furnishing and Placing Aggregates	2.00	4,200.00
124	tons	Furnishing and Placing 151-200 Asphalt	22.00	2,728.00
34	tons	Furnishing and Placing RC-3 or Cutback Asphalt	23.00	782.00
			Subtotal	$ 58,232.00
			10% Engr. & Cont.	5,823.20
			Total	$ 64,055.20

Bridge (Sta. 559+95 to 560+20)

40	cu. yds.	Structural Excavation	$ 2.00	$ 80.00
5	cu. yds.	Structural Excavation Below Elevations Shown	5.00	25.00

All Required	Shoring, Cribbing, Etc.		$ 100.00
44 cu. yds.	Class "A" Concrete in Bridge	$ 24.00	1,056.00
7,000 lbs.	Metal Reinforcement	.06	420.00
64 lin. ft.	Concrete Handrail	5.00	320.00
		Subtotal	$ 2,001.00
		10% Engr. & Cont.	200.10
		Total	$ 2,201.10

Length of Roadway	2.968 miles
Length of Bridge	.005 mile
Total Length	2.973 miles
Cost per mile, Roadway	$ 21,581.94

Note: Oiling not to be constructed across bridge

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Roadway	$ 64,055.20	$ 34,804.00	$ 29,251.20
Bridge	2,201.10	1,196.00	1,005.10
	$ 66,256.30	$ 36,000.00	$ 30,256.30

OAK CREEK-MARKS RANCH SECTION

PROJECT NO. FAS 14-D (1)

While negotiations for right of way are in progress, eight parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within eighteen days.

R. H. BALLOCK
Chief Engineer

By

S. H. Probert
Office Engineer

April 18, 1941

PR 46

Roadway (Oak Creek-Marks Ranch)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet **1** of **2** Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) **May 19, 1941**

State **Oregon**

Completion Date (Est.) **Sept. 30, 1941**

Project No. **FAS 14-D (1)**

Estimated Total Cost **Roadway** $ **64,095.20**

Length: Miles **2,968**

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	290	6	Metal culvert pipe	Lb.	2,880
2	Aggregates	Cy.	250	7	Reinforcing steel	Lb.	22,000
3	Bituminous mat.	Gal.	38,000	8	Structural steel	Lb.	
4	Lumber	M.	14	10	Explosives	Lb.	18,000
5	Timber piling	Lft.					

PR 46

Bridge (Oak Creek-Parks Road)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for Bridge ~~Roadway~~
(To Accompany P.S. & E.)

Starting Date (Est.) May 19, 1941 State Oregon

Completion Date (Est.) Sept. 30, 1941 Project No. FAS 14-B (1)

Estimated Total Cost Bridge $ 2,201.10 Length: Miles .005

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	90	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	80	7	Reinforcing steel	Lb.	20,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	5	10	Explosives	Lb.	
5	Timber piling	Lft.					

CONTRACT# [redacted] 2475

22-1109 Crabtree Corner-Lebanon Sec.
Santiam Highway.
2475 1941

RECEIVED
JUN 19 1942
FOR FILING

22-1109

June 17, 1942

United States Fidelity & Guaranty Company
Raymond C. Weiss
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2475 for work on the Crabtree Corner-Lebanon Section of the Santiam Highway, in Linn County, has been completed by the contractor, Warren Northwest, Inc., and that final settlement will be made on or after June 27, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $70,055.21, including final payment, of which $204.02 is for force account work. This contract was completed on May 8, 1942, and accepted by the Commission on June 4, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JUN 6 1942
FOR FILING

22-1109

June 5, 1942

U. S. Fidelity & Guaranty Co.
Raymond C. Weiss
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc. on contract No. 2475, covering 3.17 mi. grade widening and paving on the Crabtree Corner-Lebanon Section of the Santiam Highway, in Linn County. This payment, in the amount of $3,174.30, will be made on or after June 15, 1942. The retained percentage is $2,101.66.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

Form E-1—5M—8-41

H.G. Smith

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 9, 1942

Section Crabtree Corner - Lebanon

Highway Santiam

Contractor Warren Northwest Inc.

Date of contract May 22, 1941

Date work started July 16, 1941

Amount of contract $69,336.00

Kind of work Paving

Section prefix 22-1109

Contract number 2475

Date of completion Oct. 31, 1941

Estimated date of completion May 8, 1942

Per cent of time elapsed

Estimated cost of completed project, exclusive of engineering $72,000.00

Per cent of contract completed, based on total contract price . . . .

Engineering cost to date, $4030, 5.82 %

Date project was completed May 8, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was completed this week.

Plant is being dismantled and will be moved out at a later date.

NOTED

RECEIVED
MAY 13 1942

✓

RECEIVED
MAY 11 1942
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
E. M. BOOTH

NOTED
[illegible]

Signed H S Swart
H.S. Swart, Res. Constr. Engr.

Address Salem, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.17				3.17
Miles partially completed	3.17				3.17
Miles completed	3.17				3.17
Total estimated quantities	14,000				12,100 T.
Estimated quantities moved or placed to date	14,600				11,950 T.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	18				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	17					4	21
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	/ 7					7	
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 2, Mixers Pav. Plant, Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Showers		
Tuesday	Fair		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	Rain		

STATE PRINTING DEPT.

RECEIVED
FEB 5 1942
FOR FILING

22-1109

February 5, 1942

Warren Northwest, Inc.
Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 18, 1941, granted you the extension of time requested, from October 31, 1941, to May 31, 1942, without penalty, in connection with state highway contract No. 2475 for paving the Crabtree Corner-Lebanon Section of the Santiam Highway, in Linn County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. F. D. Bacon

RECEIVED
JUN 18 1941
FOR FILING

22-1109

June 17, 1941

United States Fidelity and Guaranty Company
Raymond C. Weise
Bedell Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2475 which was awarded to Warren Northwest, Inc. by the State Highway Commission on May 22, 1941, covering the Crabtree Corner-Lebanon Section of the Santiam Highway for 3.17 miles grade widening and paving in Linn County.

Inasmuch as you are surety for the contractor on this job we are sending you this copy of the contract for your records and files.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

CA

a

RECEIVED
JUN 18 1941
FOR FILING

22-1109

June 17, 1941

Warren Northwest, Inc
P. O. Box 5072
Portland, Oregon

Dear Sirs:

We are sending you today by express a fully executed copy of Contract No. 2475 which was awarded to you on May 22, 1941, by the State Highway Commission covering the Crabtree Corner-Lebanon Section of the Santiam Highway for 3.17 miles grade widening and paving in Linn County.

We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

OA

d

RECEIVED
MAY 29 1941
FOR FILING

22-1109

May 28, 1941

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2475, which was awarded to you by the State Highway Commission on May 22, 1941, covering paving on the Crabtree Corner-Lebanon Section of the Santiam Highway, in Linn County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

2475

RECEIVED
MAY 24 1941
FOR FILING

22-1109

May 23, 1941

Warren Northwest, Inc.
Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission, on May 22, 1941, awarded you the contract for 3.17 miles grade widening and paving on the Crabtree Corner-Lebanon Section of the Santiam Highway, in Linn County. This award was based on your low bid of $69,336.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

cc - S. H. Probert
G. S. Paxson

CONTRACT# [redacted] 2476

FA 306-A-1 Front Ave. Sec., (Washington 1941
St.-Clay St.), Pacific Hwy. W.
#2476
[redacted]

FORM E-123X 6M 12-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
FOR FILING

306-A-1

May 28, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Building
Portland 8, Oregon

Dear Sir:

This is in reply to your letter of March thirtieth with reference to final voucher for Oregon Project SN-FAP 306-A(1), Washington to Clay Street-Front Avenue, Portland.

First let me apologize for the delay in answering your letter. My only alibi is that the communication was started through the usual channels for needed information and unfortunately got sidetracked.

I have conferred with Mr. Baldock, State Highway Engineer, and Mr. Probert, Office Engineer, with respect to the five items which are generally mentioned in your letter, and we have reached the conclusion that each of the items is so closely related to right of way costs that we deem it inadvisable to attempt to justify any one of them under a construction cost item. Therefore, you may treat the five items as chargeable to right of way.

Yours very truly,

J. M. DEVERS

JMD:AW
cc Mr. S. H. Probert

RECEIVED

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

306-A-1

June 15, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 306-A(1)
Front Avenue (Washington St.-Clay St.)
Section, Pacific Highway West.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encl.

RECEIVED
JUN 16 1944
OREGON
STATE HIGHWAY COMMISSION

Jon

Wa4pr- 11057

Section A(1),
Oregon Federal Aid Project No. SN-FAP 306.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 13, 1941 by the Oregon State Highway Commission, and on June 30, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 306, Section A(1); and

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested the Administrator to approve a revision of the estimate for said project to provide for substitution of contract unit prices for estimated unit prices, and to provide for an increase in the Federal share payable on account of said project as authorized in section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.); and by reason thereof has requested that the approved estimate of cost be increased from $363,605.87 to $408,152.57, and that the Federal funds approved and set aside to the credit of the project be increased from $213,140.00 to $327,740.00:

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimate, and the sum of three hundred twenty-seven thousand, seven hundred forty and 00/100 dollars ($327,740.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of three hundred twenty-seven thousand, seven hundred forty and 00/100 dollars ($327,740.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of four hundred eight thousand, one hundred fifty-two and 57/100 dollars ($408,152.57), the approved total estimated cost of Section A(1) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on Feb. 1st 1944,

and the Administrator on MAY 23 1944.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

By
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By H.J. O'Leary
Acting Commissioner of
Public Roads.

Section A(1),
Oregon Federal Aid Project No. SN-FAP 306.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SN-FAP 306-A(1), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $408,152.57 in lieu of the $213,140.00 approved by Certificate of June 30, 1941 as the total estimated cost of said project, and the sum of $327,740.00 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of .... one thousand nine hundred and MAY 23 1944

Federal Works Administrator,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

306-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 10 1944
FOR [illegible]

February 7, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office for Oregon Federal Aid Project SN-FAP 306-A(1), Washington Street-Clay Street Section of Front Avenue in Portland.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
FEB 8 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 3 1944
FOR FILING

306-A-1

December 22, 1943

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Front Avenue (Washington Street-Clay Street) Section, Project No. SM-FAP 306-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. SN-FAP 306-A (1)

FRONT AVENUE (WASHINGTON ST.-CLAY ST.) SECTION
OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, September 10, 1943

WORK PERFORMED SUBSEQUENT TO MAY 27, 1941

74' Roadway (Sta. 99+62 to 106+44) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (70%)		$ 25,746.00
1,150	cu. yds.	Sand Backfill in Basements	$ 1.20	1,380.00
All Required		Clearing and Grubbing		192.00
190	sq. yds.	Removal of Pavement	.40	76.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
700	lin. ft.	Removal of Curbs	.07	49.00
8	only	Removal of Inlets	9.00	72.00
106	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	954.00
90	lin. ft.	Removal of Type "A" Car Track	1.00	90.00
1,060	cu. yds.	Structural Excavation, Unclassified	1.25	1,325.00
13,600	cu. yds.	General Excavation, Unclassified	.48	6,528.00
0.13	mile	Finishing Roadbed and Slopes	400.00	52.00
2,200	lin. ft.	8" Perforated Concrete Drain Pipe	.50	1,100.00
54	lin. ft.	6" Sewer Pipe	.50	27.00
1,370	lin. ft.	8" Sewer Pipe	.50	685.00
260	lin. ft.	10" Sewer Pipe	.65	169.00
270	lin. ft.	12" Sewer Pipe	.95	256.50
210	lin. ft.	18" Sewer Pipe.	2.00	420.00
240	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	180.00
250	cu. yds.	Rock or Gravel Backfill in Drains	1.90	475.00
3	only	Adjustment of Manholes	20.00	60.00
28	only	Concrete Inlets	20.00	560.00
6	only	Type "A" Manholes, 5' to 10' Deep	70.00	420.00
1	only	Drop Manhole	210.00	210.00
6	only	Sidewalk Inlets and Pipe Connections	15.00	90.00
50	lin. ft.	3/4" Copper Water Pipe	.60	30.00
40	lin. ft.	1¼" Copper Water Pipe	.90	36.00
200	lin. ft.	1½" Copper Water Pipe	1.50	300.00
70	lin. ft.	2" Copper Water Pipe	1.80	126.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00

1,750	sq. yds.	Concrete Walks	$ 1.60	$ 2,800.00
860	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	86.00
1.5	cu. yds.	Concrete Stairways	22.00	33.00
118	cu. yds.	Concrete Center Islands	14.00	1,652.00
7	cu. yds.	Concrete Traffic Separators	20.00	140.00
42	cu. yds.	Concrete Traffic Islands	18.00	756.00
70	only	3/4" x 6" Dowel Pins	.08	5.60
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (2%)		91.00
940	lin. ft.	3/4" Electrical Conduit	.36	338.40
295	lin. ft.	1" Electrical Conduit	.41	120.95
300	lin. ft.	1¼" Electrical Conduit	.44	132.00
1,770	lin. ft.	1½" Electrical Conduit	.48	849.60
2,600	tons	3" - 0" Gravel in Base	.70	1,820.00
2,750	tons	1½" - 0" Material in Base	1.75	4,812.50
15	tons	1½" - 3/4" Material in Grouted Leveling Course	2.50	37.50
210	tons	½" - 0" Material in Cushion Course	1.75	367.50
37	M-gals.	Sprinkling	2.00	74.00
5,400	sq. yds.	Portland Cement Concrete Pavement	1.75	9,450.00
910	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	182.00
720	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	79.20
1,090	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	163.50
2,400	lin. ft.	Contraction Joints	.03	72.00
910	only	Dowel Bars	.20	182.00
3,200	lbs.	Tie Bars and Reinforcement	.055	176.00
60	cu. yds.	Concrete in Foundation and Base Courses	11.00	660.00
70	sacks	Cement in Grouted Leveling Course	1.80	126.00
1,920	tons	Class "B" Asphaltic Concrete	4.68	8,985.60
480	tons	Class "C" Asphaltic Concrete	4.58	2,198.40
				$ 80,800.25

Morrison Street Bridge Undercrossing Contract
74' Roadway (Sta. 101+64.65 to 106+44) (Contract No. 2514)

All Required		Shoring, Cribbing, Etc. (12%)		$ 600.00
60	cu. yds.	Structural Excavation	3.00	180.00
3	cu. yds.	Structural Excavation Below Elevation Shown	5.00	15.00
150	cu. yds.	Class "A" Concrete	25.00	3,750.00
13,600	lbs.	Metal Reinforcement	.07	952.00
30	lbs.	Copper and Bronze	1.00	30.00
330	lin. ft.	Metal Handrail on Bridge	7.00	2,310.00

All Required	Resetting Bollards and Anchors (30%)		$ 240.00
All Required	Preparation of Harbor Wall (10%)		290.00
All Required	Electrical Work (6%)		192.00
			$ 8,559.00
	Subtotal		$ 89,359.25
	10% Engr. & Cont.		8,935.92
	Total		$ 98,295.17
	Length	0.129 mile	
	Cost per mile	$ 761,978.06	

44' Roadway (Sta. 106+44 to 115+15) (Contract No. 2476)

All Required	Removing Buildings and Backfilling Basements (6%)		$ 2,206.00
130 cu. yds.	Sand Backfill in Basements	$ 1.20	156.00
All Required	Clearing and Grubbing		245.00
590 sq. yds.	Removal of Pavement	.40	236.00
670 sq. yds.	Removal of Sidewalks	.30	201.00
1,200 lin. ft.	Removal of Curbs	.07	84.00
10 only	Removal of Inlets	9.00	90.00
All Required	Removal of Platform at Market Building		480.00
2 only	Re-anchoring Bollards	75.00	150.00
All Required	Refinishing of Market Building Walls		350.00
310 cu. yds.	Structural Excavation, Unclassified	1.25	387.50
3,600 cu. yds.	General Excavation, Unclassified	.48	1,728.00
14,000 yd. sta.	Short Overhaul	.02	280.00
0.16 mile	Finishing Roadbed and Slopes	400.00	64.00
800 lin. ft.	6" Perforated Concrete Drain Pipe	.50	400.00
14 lin. ft.	6" Sewer Pipe	.50	7.00
580 lin. ft.	8" Sewer Pipe	.50	290.00
370 lin. ft.	10" Sewer Pipe	.65	240.50
140 lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	105.00
7 only	Adjustment of Manholes	20.00	140.00
22 only	Concrete Inlets	20.00	440.00
4 only	Type "A" Manholes, 5' to 10' Deep	70.00	280.00
120 cu. yds.	Concrete Curbs	20.00	2,400.00
980 sq. yds.	Concrete Walks	1.60	1,568.00
1,600 lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	160.00
162 cu. yds.	Concrete Center Islands	14.00	2,268.00
32 cu. yds.	Concrete Traffic Islands	18.00	576.00
10 only	Concrete Signal Pedestals	20.00	200.00

12	only	Concrete Guard Posts	$ 9.00	$ 108.00
All Required		Constructing Recesses for Traffic Control Markets (50%)		97.50
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
60	lin. ft.	1½" Electrical Conduit	.44	26.40
1,700	lin. ft.	1¼" Electrical Conduit	.48	816.00
1,000	tons	3" - 0" Gravel in Base	.70	700.00
1,700	tons	1½" - 0" Material in Base	1.75	2,975.00
190	tons	½" - 0" Material in Cushion Course	1.75	332.50
38	Megals.	Sprinkling	2.00	76.00
4,700	sq. yds.	Portland Cement Concrete Pavement	1.75	8,225.00
570	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	114.00
950	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	102.50
450	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	67.50
2,750	lin. ft.	Contraction Joints	.03	82.50
570	only	Dowel Bars	.20	114.00
2,120	lbs.	Tie Bars and Reinforcement	.055	116.60
1,620	tons	Class "B" Asphaltic Concrete	4.68	7,581.60
510	tons	Class "C" Asphaltic Concrete	4.58	2,335.80
				$ 39,882.50

Morrison Street Undercrossing Contract
(Sta. 106+44 to 108+58.78) (Contract No. 2514)

All Required		Shoring, Cribbing, Etc. (08%)		$ 400.00
50	cu. yds.	Structural Excavation	$ 3.00	150.00
2	cu. yds.	Structural Excavation Below Elevation Shown	5.00	10.00
100	cu. yds.	Class "A" Concrete	25.00	2,500.00
10,700	lbs.	Metal Reinforcement	.07	749.00
20	lbs.	Copper and Bronze	1.00	20.00
220	lin. ft.	Metal Handrail on Bridge	7.00	1,540.00
All Required		Resetting Bollards and Anchors (30%)		240.00
All Required		Preparation of Harbor Wall (10%)		298.00
All Required		Electrical Work (4%)		120.00
				$ 6,027.00
		Subtotal		$ 45,909.50
		10% Engr. & Cont.		4,590.95
		Total		$ 50,500.45

Length	0.165 mile
Cost per mile	$ 306,063.33

68' Roadway (Sta. 115+15 to 121+05) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (14%)		$ 5,149.20
820	cu. yds.	Sand Backfill in Basements	$ 1.20	984.00
All Required		Clearing and Grubbing		167.00
460	sq. yds.	Removal of Pavements	.40	184.00
880	sq. yds.	Removal of Sidewalks	.30	264.00
1,400	lin. ft.	Removal of Curbs	.07	98.00
8	only	Removal of Inlets	9.00	72.00
1	only	Removal of Manholes	20.00	20.00
12	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	108.00
18	lin. ft.	Removal of Type "B" Car Track	.75	13.50
710	cu. yds.	Structural Excavation, Unclassified	1.25	887.50
7,200	cu. yds.	General Excavation, Unclassified	.48	3,456.00
6,380	yd. sta.	Short Overhaul	.02	127.60
30	C-yd.sta.	Long Overhaul	.50	15.00
0.11	mile	Finishing Roadbed and Slopes	400.00	44.00
38	lin. ft.	6" Sewer Pipe	.50	19.00
1,350	lin. ft.	8" Sewer Pipe	.50	675.00
170	lin. ft.	10" Sewer Pipe	.65	110.50
160	lin. ft.	12" Sewer Pipe	.95	152.00
190	lin. ft.	15" Sewer Pipe	1.60	304.00
240	lin. ft.	18" Sewer Pipe	2.00	480.00
200	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	150.00
3	only	Adjustment of Manholes	20.00	60.00
30	only	Concrete Inlets	20.00	630.00
1	only	Type "A" Manhole, 20' Deep	170.00	170.00
6	only	Type "B" Manholes	70.00	420.00
60	lin. ft.	1¼" Copper Water Pipe	.90	54.00
140	lin. ft.	1½" Copper Water Pipe	1.50	210.00
130	cu. yds.	Concrete Curbs	20.00	2,600.00
2,110	sq. yds.	Concrete Walks	1.60	3,376.00
830	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	83.00
70	lin. ft.	Metal Guard Rail	1.25	87.50
84	cu. yds.	Concrete Center Islands	14.00	1,176.00
19	cu. yds.	Concrete Traffic Separators	20.00	380.00
70	cu. yds.	Concrete Traffic Islands	18.00	1,260.00
110	only	3/4" x 6" Dowel Pins	.08	8.80
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (30%)		97.50
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
215	lin. ft.	1" Electrical Conduit	.41	88.15
650	lin. ft.	1¼" Electrical Conduit	.44	286.00
1,600	lin. ft.	1½" Electrical Conduit	.48	768.00

3,000	tons	3" - 0" Gravel in Base	$ .70	$ 2,100.00
3,950	tons	1½" - 0" Material in Base	1.75	6,912.50
200	tons	½" - 0" Material in Cushion Course	1.75	350.00
37	M-gals.	Sprinkling	2.00	74.00
5,000	sq. yds.	Portland Cement Concrete Pavement	1.75	8,750.00
390	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	78.00
540	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	59.40
360	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	54.00
2,300	lin. ft.	Contraction Joints	.03	69.00
350	only	Dowel Bars	.20	70.00
2,560	lbs.	Tie Bars and Reinforcement	.055	140.80
2,260	tons	Class "B" Asphaltic Concrete	4.68	10,576.80
610	tons	Class "C" Asphaltic Concrete	4.58	2,793.80
			Subtotal	$ 57,720.55
			10% Engr. & Cont.	5,772.05
			Total	$ 63,492.60
		Length	0.112 mile	
		Cost per mile	$ 566,898.21	

80' Roadway (Sta. 121+05 to 126+25) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (10%)		$ 3,678.00
All Required		Clearing and Grubbing		146.00
2,360	sq. yds.	Removal of Pavement	$ .40	944.00
2,180	sq. yds.	Removal of Sidewalks	.30	654.00
2,700	lin. ft.	Removal of Curbs	.07	189.00
14	only	Removal of Inlets	9.00	126.00
1	only	Removal of Manholes	20.00	20.00
232	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	2,088.00
860	lin. ft.	Removal of Type "A" Car Track	1.00	860.00
582	lin. ft.	Removal of Type "B" Car Track	.75	436.50
120	cu. yds.	Structural Excavation, Unclassified	1.25	150.00
7,600	cu. yds.	General Excavation, Unclassified	.48	3,648.00
220	yd. sta.	Short Overhaul	.02	4.40
0.10	mile	Finishing Roadbed and Slopes	400.00	40.00
34	lin. ft.	6" Sewer Pipe	.50	17.00
500	lin. ft.	8" Sewer Pipe	.50	250.00
80	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	60.00
5	only	Adjustment of Manholes	20.00	100.00

4	only	Adjustment of Catch Inlets	$ 12.00	$ 48.00
4	only	Reconstructing Manholes	40.00	160.00
20	only	Concrete Inlets	20.00	400.00
100	cu. yds.	Concrete Curbs	20.00	2,000.00
80	sq. yds.	Concrete Driveways	1.80	144.00
1,460	sq. yds.	Concrete Walks	1.60	2,336.00
910	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	91.00
8.5	cu. yds.	Concrete Stairways	22.00	187.00
92	cu. yds.	Class "A" Concrete in Wall	22.00	2,024.00
7,200	lbs.	Metal Reinforcement in Wall	.055	396.00
290	lin. ft.	Metal Guard Rail	1.25	362.50
86	cu. yds.	Concrete Center Islands	14.00	1,204.00
2	cu. yds.	Concrete Traffic Separators	20.00	40.00
56	cu. yds.	Concrete Traffic Islands	18.00	1,008.00
50	only	3/4" x 6" Dowel Pins	.08	4.00
6	only	Concrete Signal Pedestals	20.00	120.00
All Required		Constructing Recesses for Traffic Control Markers (12)		39.00
510	lin. ft.	3/4" Electrical Conduit	.36	183.60
190	lin. ft.	1" Electrical Conduit	.41	77.90
150	lin. ft.	1¼" Electrical Conduit	.44	66.00
930	lin. ft.	1½" Electrical Conduit	.48	446.40
1,100	tons	3" – 0" Gravel in Base	.70	770.00
1,600	tons	1½" – 0" Material in Base	1.75	2,800.00
200	tons	½" – 0" Material in Cushion Course	1.75	350.00
38	M-gals.	Sprinkling	2.00	76.00
4,900	sq. yds.	Portland Cement Concrete Pavement	1.75	8,575.00
630	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	126.00
510	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	56.10
300	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	45.00
3,550	lin. ft.	Contraction Joints	.03	106.50
630	only	Dowel Bars	.20	126.00
2,920	lbs.	Tie Bars and Reinforcement	.055	160.60
1,200	tons	Class "B" Asphaltic Concrete	4.68	5,616.00
400	tons	Class "C" Asphaltic Concrete	4.58	1,832.00
		Subtotal		$ 45,387.50
		10% Engr. & Cont.		4,538.75
		Total		$ 49,926.25

Length	.098 mile
Cost per mile	$ 509,441.32

STRUCTURES (WORK PERFORMED PRIOR TO MAY 27, 1941)

Hawthorne Bridge Undercrossing (Contract No. 2455)

All Required		Removal of Old Bridge and Maint. of Traffic (4½%)		$ 1,125.00
All Required		Shoring, Cribbing, Etc. (9½%)		1,187.50
230	cu. yds.	Structural Excavation	$ 2.50	575.00
325	cu. yds.	Class "A" Concrete	21.50	6,987.50
58,000	lbs.	Metal Reinforcement and Miscellaneous Metal	.05	2,900.00
300	lbs.	Copper and Bronze	.50	150.00
All Required		Remodel Existing Bridge (20%)		100.00
			Subtotal	$ 13,025.00
			10% Engr. & Cont.	1,302.50
			Total	$ 14,327.50

STRUCTURES (WORK PERFORMED SUBSEQUENT TO MAY 27, 1941)

All Required		Removal of Old Bridge and Maint. of Traffic (5½%)		$ 1,375.00
All Required		Shoring, Cribbing, Etc. (0½%)		62.50
50	cu. yds.	Structural Excavation	$ 2.50	125.00
30	cu. yds.	Structural Excavation Below Elevation Shown	3.00	90.00
495	cu. yds.	Class "A" Concrete	21.50	10,642.50
58,000	lbs.	Metal Reinforcement and Miscellaneous Metal	.05	2,900.00
400	lbs.	Copper and Bronze	.50	200.00
460	lin. ft.	Metal Handrail	5.00	2,300.00
All Required		Remodel Existing Bridge (80%)		400.00
				$ 18,095.00

Morrison Street Undercrossing (Contract No. 2514)

All Required		Shoring, Cribbing, Etc. (80%)		$ 4,000.00
2,690	cu. yds.	Structural Excavation	$ 3.00	8,070.00
95	cu. yds.	Structural Excavation Below Elevation Shown	5.00	475.00
6,000	lin. ft.	Furnish Treated Piling	.85	5,100.00
90	only	Drive Treated Piling	20.00	1,800.00
1,150	cu. yds.	Class "A" Concrete	25.00	28,750.00
131,700	lbs.	Metal Reinforcement	.07	9,219.00
1,050	lbs.	Copper and Bronze	1.00	1,050.00
All Required		Resetting Bollards and Anchors (40%)		320.00
All Required		Preparation of Harbor Wall (80%)		2,320.00
All Required		Rebuilding Steel Truss Spans		10,000.00

1.9	M-FBM	Cedar Lumber	$ 100.00	$ 190.00
5.0	M-FBM	Douglas Fir Lumber	100.00	500.00
All Required		Remove and Relay Street Car Rails		1,000.00
All Required		Electrical Work (90%)		2,880.00
7,000	sq. ft.	Tile Lining in Tunnel	.95	6,650.00
210	lin. ft.	Single Pipe Rail on Stairs	2.00	420.00
104	lin. ft.	Double Pipe Rail on Stairs	3.00	312.00
190	lin. ft.	Metal Handrail on Stairwalls	8.00	1,520.00
550	lin. ft.	Metal Handrail on Bridge	7.00	3,850.00
330	lin. ft.	6" Concrete Sewer Pipe	1.50	495.00
55	lin. ft.	4" Cast Iron Soil Pipe	1.00	55.00
1,800	sq. yds.	Membrane Waterproofing	1.70	3,060.00
				$ 91,996.00

Structural Steel for Morrison Street Undercrossing (Contract No. 2507)

54,000 lbs.	Structural Steel	$ .06	$ 3,240.00
All Required	Revision of Truss Members		6,315.00
			$ 9,555.00

Subtotal	$119,646.00
10% Engr. & Cont.	11,964.60
Total	$131,610.60

Length of Structures 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
74' Roadway (Subsequent to 5/27/41)	$ 98,295.17	$ 79,620.00	$18,675.17
44' Roadway (Subsequent to 5/27/41)	50,500.45	40,905.00	9,595.45
68' Roadway (Subsequent to 5/27/41)	63,492.60	51,429.00	12,063.60
80' Roadway (Subsequent to 5/27/41)	49,926.25	40,440.00	9,486.25
Structures (Prior to 5/27/41)	14,327.50	8,742.00	5,585.50
Structures (Subsequent to 5/27/41)	131,610.60	106,604.00	25,006.60
	$408,152.57	$327,740.00	$80,412.57

Class of Funds	Total Cost	Federal Aid	Length
1940 F.A. Funds	$111,499.95	$ 89,532.68	.138 mile
1941 F.A. Funds	153,934.97	123,607.32	.191 mile
1943 F.A. Funds	142,717.65	114,600.00	.175 mile

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
FOR FIL

306-A-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 5, 1943

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	6658	2476	21-Final	Edlefsen-Weygandt Co.	6,842.31	241424	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Accepted? Yes, Ok [illegible]

ACCOUNTING DIVISION

By ________
Bookkeeping Dept.

Approved ________
Secretary

NOTED
A. L. MONSON

RECEIVED
JUN 8 1943
FOR FILING

306-A-1

June 7, 1943

Mr. Clarence D. Porter, Agent
Fidelity & Deposit Co. of Maryland
Failing Building
Portland, Oregon

Dear Sir:

This is to advise you that a warrant, in the amount of $6,842.31, was mailed to Edlefsen-Weygandt Company on June 5, 1943, covering final payment in connection with state highway contract No. 2476, Washington Street-Clay Street Section of the Front Avenue Project, in the city of Portland. The total amount earned on this contract was $226,582.91 of which amount $1,052.90 represents force account items.

Very truly yours,

Secretary

AM

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MAY 2
FOR FILING

316-A-1

May 26, 1943

Fidelity & Deposit Company of Maryland
Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2476 for grading and paving on the Front Avenue Project, between Washington Street and Clay Street, in the city of Portland, has been completed by the contractor, Edlefsen-Weygandt Company, and that final settlement, in the amount of $6,842.31, will be made on or after June 5, 1943.

According to our records, there is one claim outstanding against this contract, being that of the Trinity Universal Insurance Company, 508 Corbett Building, Portland, in the amount of $158.68.

For your information we wish to advise that the total contract amount is $226,582.91, of which amount $1,052.90 represents the amount of force account items.

This contract was completed on February 13, 1943, and was accepted by the State Highway Commission on March 17, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
A. L. MONSON

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MAY 27
FOR FILE
226-A-1

May 26, 1943

Trinity Universal Insurance Company
508 Corbett Building
Portland, Oregon

Gentlemen:

According to our records, your claim in the amount of $158.68 which was filed in this office on May 7, 1942, against Edlefsen-Weygandt Company, in connection with state highway contract No. 2476, is still outstanding.

You are hereby notified that it is the intention of the State Highway Commission to make final payment on this contract on or after June 5, 1943.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

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306-A 1

May 3, 1943

Edlefsen-Weygandt Company
9233 N. Calvert Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on March 17, 1943, granted you the extension of time requested, from June 30, 1942, to February 13, 1943, without penalty, in connection with contract No. 2476, for grading and paving the Washington Street-Clay Street Section of Front Avenue (Pacific Highway West), in Portland, Multnomah County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - Mr. F. T. Young

RECEIVED
APR 1
FOR FILING

2476-A-1

April 14, 1943

Fidelity & Deposit Company of Maryland
Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edlefsen-Weygandt Company on contract No. 2476, for grading and paving the Front Avenue Section (Washington Street-Clay Street), in Portland. This payment, in the amount of $12,903.89, will be made on or after April 24, 1943. The retained percentage is $6,796.10.

A claim, in the amount of $158.68, of which you have been previously notified, has been filed against this project by the Trinity Universal Insurance Company, and our records do not show that this claim has ever been satisfied.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
A. L. MONSON

306-A-1

W

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 14, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 306-A (1), Front Avenue (Washington Street-Clay Street) Section, was made by a representative of this office on February 17, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

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APR 15 1943
OREGON
STATE HIGHWAY COMMISSION

Ken

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FEB 17 19
FOR FILE

306-A-1

February 16th, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time for Ellefson-Weygandt on their Washington Street-Clay Street Project, Contract No. 2476, WR-FAP 306-A (1). The specified date of completion was June 30th, 1942; whereas, the actual completion date was February 13th, 1943.

The special provisions for Contract No. 2476 stipulated the estimated date of completion of the Harrison Street Bridge approaches would be December 15th, 1941, with the provision that an extension of time would be granted for any delay in completion beyond that date.

The Harrison Street Bridge approaches were completed to the extent that Ellefson-Weygandt could begin their work on June 14th, 1942. This was an overrun of 185 days for which the contractors are entitled to an extension of time. This would advance the completion date to about January 1st, 1943.

In addition, Ellefson-Weygandt were handicapped by the usual delays in the securing of material and their inability to work only one shift due to the scarcity of labor. The job was practically completed about January 1st, but the contractors had to wait for suitable weather in order to adjust a few manholes.

It is, therefore, recommended that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
Chief Engineer

B

cc to: H. G. Smith

Form E-1-[illegible]

306-G-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 15, 19 43

Section Front Avenue- Washington to Clay

Kind of work Grading & Paving

Highway Pacific West

Section prefix 26-1046

Contractor Edlefsen - Weygandt Co.

Contract number 2476

Date of contract May 21, 19 41

Date of completion June 30, 19 42

Date work started May 29, 19 41

Estimated date of completion January 30, 19 43

Amount of contract $ 223,790.80

Per cent of time elapsed 144 %

Estimated cost of completed project, exclusive of engineering $ 261,999.62

Per cent of contract completed, based on total contract price 99.9 %

Engineering cost to date, $ 14,350, %

Date project was completed 2-13-43, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On the 12th. finished all work in connection with this contract except patching around manholes and water boxes on Front Avenue. Sub contractor on the patching work was called to do some work for the navy but expects to be back on the job next week. One more day will finish the contract.

Oscar Norberg, draftsman reported for work on the 11th. and has been assigned to make a sewer map for the Front Avenue projects.

RECEIVED
JAN 18 1943

NOTED
E. M.

Signed F.T.Young

Address Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING Bit.Pav.	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING Con.Pav.
Miles in project	0.504				
Miles partially completed					
Miles completed					
Total estimated quantities	32,000	9,075			20,000
Estimated quantities moved or placed to date	22,500	9,072			19,000
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	13 men for 3 days				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants...........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cold	Paved	Temp. around freezing.
Tuesday	"	"	" " "
Wednesday	Cldy		Contractor working for navy.
Thursday	"		" " " "
Friday	"		" " " "
Saturday	Cold	Paved	

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CITY OF PORTLAND, OREGON
OFFICE OF THE MAYOR
R. E. RILEY, MAYOR

HAL M. WHITE
ASSISTANT TO THE MAYOR

306-A-1

November 20, 1942

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Enclosed is a copy of a letter which I have sent to The Public Market Company, requesting discontinuance of the east entrance of the building for delivery service.

Very truly yours,

Earl Riley

MAYOR

NOTED
State Highway [illegible]

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[illegible] 1942
STATE [illegible] COMMISSION

FOR VICTORY
BUY
UNITED STATES
WAR
BONDS
AND
STAMPS

CITY OF PORTLAND, OREGON
OFFICE OF THE MAYOR
R. E. RILEY, MAYOR

HAL M. WHITE
ASSISTANT TO THE MAYOR

November 20, 1942

The Public Market Company
604 Mead Building
Portland, Oregon

Attention: Mr. Prescott Cookingham

Gentlemen:

On April 30, 1942, the Highway Commission of Oregon, the City of Portland, and the Public Market Company entered into an agreement providing in part as follows:

> "...........The Market Company shall be permitted to continue and maintain such delivery service through the east entrance of the building for so long a period as traffic conditions will permit, and at least until the highway east of the market building is open for through traffic."

Please be advised that the highway will be open to the public at noon on November 20, 1942, and you are therefore requested to discontinue the east entrance for delivery service on and after that time and date.

The provisions of this agreement have been discussed with Mr. Early by telephone, and he gave assurance that the matter would be taken care of immediately.

Very truly yours,

Earl Riley
MAYOR

FOR VICTORY
BUY
UNITED STATES
WAR
BONDS
AND
STAMPS

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301-A-1

E-2476

November 18, 1942

The Public Market Company
604 Mead Building
Portland, Oregon

Attention: Mr. Prescott W. Cookingham, Attorney

Gentlemen:

Permit me to call attention to the stipulation and agreement entered into the 30th day of April, 1942, by and between the City of Portland, the Highway Commission of the State of Oregon, and the Public Market Company of Portland, Oregon, relating to the opening of Front Avenue. I quote herewith paragraph 2, page 2:

> "2. The Highway Commission may, as soon hereafter as convenient, start and complete necessary work to eliminate the loading platform on the east side of said market building and to pave the highway running between the market building and the river. Such work shall be carried on in such manner as not to interrupt or cut off entirely the delivery service which is now maintained by the Market Company thru the eastern entrances of the building. Both the removal of the platform and the paving work shall be so carried out as to permit some delivery service thru such east entrances and to as great an extent as may be possible consistent with reasonably efficient operations by the Highway Commission. The Market Company shall be permitted to continue and maintain such delivery service thru the east entrances of the building for so long a period as traffic conditions will permit, and at least until the highway east of the market building is open for thru traffic."

Please be advised that this highway will be open to public travel at noon on Friday, November 20, after which time it will be dangerous to use the east entrance for delivery service, and we ask you to cease such service at that time.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

FORM E-157X 1M 10-40

COMMISSIONERS
~~HENRY F. CABELL~~, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

F. T. Young
OFFICE OF DIVISION ENGINEER-Acting
PORTLAND

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NOV 24 1942
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306-A-1

November 16, 1942

IN REPLY PLEASE REFER TO FILE NO.

OK by Baldock, Devers
HGS

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Attached is Portland Electric Power Company's Invoice #IR 10/43, in the amount of $429.21, dated October 21, 1941, covering cost of raising tracks on Hawthorne Bridge Approach.

There is some question whether the State should pay cost of raising tracks over the entire distance from the west property line of Front Avenue to the west end of the structure.

It is my understanding that the approach proper extends from a point 100 feet east of the east property line of Front Avenue to the west end of the Bridge, and it is this section that the City or State is obligated to maintain.

The section from the west property line of Front Avenue to a point 100 feet east of the east line of Front Avenue is considered a part of Madison Street, and, as such, any cost of adjusting tracks is an obligation of the Power Company. However, it is possible that ~~any~~ all cost of raising tracks on Madison Street, made necessary by the Front Avenue improvement, would be treated the same as outlined in your letter of June 27, 1942, dealing with track adjustments on the Morrison Street Bridge approach.

Very truly yours,

F. T. Young
Acting Division Engineer

FTY:IH
2 copies
Encl.
cc: A. B. Dean - Encl.

Bill charged to
26-1046-285
KP

COPY

MEMORANDA OF THE OBLIGATION OF THE CITY OF PORTLAND RELATIVE TO CERTAIN WILLAMETTE RIVER BRIDGES

****

Hawthorne Bridge:

It is the right and privilege of the City of Portland to lay and maintain track, trolleys and all other appurtenances necessary for the operation of street cars across said bridge and approaches.

It is the right and privilege of the City of Portland to collect rent for the use of said tracks, trolleys, etc., by street cars and such rent shall be not less than 3 cents per car for each car crossing.

It is the obligation of the County Court of Multnomah County to operate the said bridge at the expense of said County.

It is, however, the obligation of the City of Portland to pay the cost of maintenance of the tracks, trolley and other appurtenances necessary for the operation of street cars across said bridge.

Re: Oregon Compiled Laws Annotated
Chapter 32 - Bridges, Article 7, paragraph 100-3273
City of Portland, Chapter 7, Article 4, Paragraph 184.

Ordinance No. 58426
Franchise ordinance No. 67778

Opinion of City Attorney by letters to Commissioner or Public Works dated June 9, 1937 and June 22, 1937.

The last paragraph of the City Attorney's letter of June 22, 1937 seems to imply that in case new rails, etc., are needed the cost is an obligation of the city, but it is the privilege of the city to pass judgment as to whether new work is necessary.

The west approach of Hawthorne bridge begins 100 feet east of the east line of Front Avenue and the east approach ends at the west curb line of East Water Street.

Morrison Street Bridge:

The privileges and obligations of the City of Portland regarding Morrison Street Bridge are the same as that of the Hawthorne Bridge.

The west approach of Morrison Street Bridge begins at the east line of Front Avenue and the east approach of said bridge ends at the west curb line of East Water Street.

Broadway Bridge:

The privileges and obligations of the City of Portland regarding Broadway Bridge are the same as that of Hawthorne Bridge.

The west approach to the Broadway Bridge begins at the north line of Hoyt Street and the east approach ends at the west line of Interstate Avenue (Larrabee Street).

(Furnished by Vance, 7/10/41)

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306-A-1

Nov. 6, 1942.

Mr. W. H. Lynch,
District Engineer,
Public Service Bldg.,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Please find enclosed herewith four copies of Application No. 23, Forms B-1, Application for Certificate of Necessity of Use of Bituminous Road Materials for Front Street Project, No. Oregon NH-FAP-306 A(1).

This application No. 23 supersedes and cancels Application No. 6, dated Oct. 15, 1942, which was approved by you. We are returning herewith the approved copy of application No. 6, as requested in methods of procedure.

Due to wet, inclement paving weather, it is advisable to discontinue the use of cutback asphalt in the wearing surface and use asphaltic cement in the wearing surface mix, instead. One car load or approximately 40 tons of cutback has been received on Application No. 6, and will be used in the wearing surface mix, but we wish to cancel the remaining 80 tons of cutback made available by application of No. 6 and use asphaltic cement in place thereof.

The asphaltic content of the wearing surface mix using asphaltic cement will be about 6½% of the gross weight instead of 5½% when wearing surface is mixed with cutback asphalt. This will increase the amount of asphalt required in the wearing surface mix so that approximately 95 tons of asphaltic cement will be required to replace the 80 tons of cutback which is cancelled. Also approximately 20 tons of asphaltic cement will be required in paving some additional street connections not included in the Application No. 6. The additional 115 tons of asphaltic cement plus the 150 tons of asphaltic cement approved in Application No. 6, or a total of 265 tons will be required to finish this project, and is included in application No. 23.

A photostatic copy of approved Certificate of Necessity, Application No. 6, has been mailed to the Standard Oil Company of California, San Francisco, Calif. We are writing them requesting that they return the photostatic copy. When this photostatic copy is received, we will mail to you for your information and cancellation.

Mr. W. H. Lynch - 2

We will appreciate your immediate action on this application as it is very important to have this project completed before December 1, on which date many construction projects will be closed down by orders of the War Production Board.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

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FOR FILING

306-H-1

November 2, 1942

Mr. Prescott W. Cookingham
404 Mead Building
Portland, Oregon

Dear Sir:

This is in reply to your letter of October 30 concerning arrangements for fuel supply at the Public Market Building in Portland. So far as we know, the installation of the fuel supply mechanism is in conformance with the agreement entered into between the City of Portland, the Public Market Company, and the State, with the exception of a few minor changes which were requested by members of the staff of the Public Market Building.

Mr. G. S. Paxson, Bridge Engineer for this department, will call upon you in the near future and will go over the matter in detail with you.

Very truly yours,

R. H. Baldock
Chief Engineer

GSP CN
cc G. S. Paxson

NOTED
G. S. Paxson

PRESCOTT W. COOKINGHAM
LEO J. HANLEY
HARRY LEHRER

COOKINGHAM AND HANLEY
ATTORNEYS AT LAW
604 MEAD BUILDING
PORTLAND, OREGON
ATWATER 8491

October 30 1942

State Highway Commission
Salem Oregon

Dear Sirs:

I am writing you with regard to the arrangements recently entered into between the Highway Commission and the Public Market Company of Portland for transferring certain heating apparatus facilities from the east side to the west side of the Public Market Company building.

As you will recall, this transfer was authorized by an agreement signed by the City, by the Market Company and by the Highway Commission, and certain specifications and requirements were to be met in installing the fuel equipment on the west side of the building.

I am advised by the manager of the Market that the installation on the west side of the building has not been completed in a satisfactory manner nor in accordance with the terms of the agreement.

He did not seem to be entirely sure that you had completed your work but I thought that we had better notify you officially that the work is not satisfactory nor in accordance with the contract so that there would be no possibility of an implied approval or acceptance of the work.

Please, therefore, let us consider that this letter is a formal protest and objection in behalf of the Public Market Company of Portland for the manner in which the fuel delivery system for the market has been installed on the west side of the building, and to make it a matter of record that the system is unsatisfactory, does not operate effectively and that it is not in accordance with the contract under which it was installed, nor the plans and specifications which were considered and in contemplation at that time.

Yours very truly

Prescott W. Cookingham

Prescott W Cookingham, Attorney for
Public Market Company of Portland

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NOV 2 - 1942
OREGON
STATE HIGHWAY COMMISSION

PWC:FW

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SEP 3 1942
FOR FILING
306-A-1

September 1, 1942

Mr. Fred Christensen
1017 S. E. 34th Avenue
Portland, Oregon

Dear Sir:

If you will present your claim for additional compensation, I will see that it receives proper consideration.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

100

34

11711

STATE HIGHWAY COMMISSION
SALEM, OREGON

REFERRED TO
Mr Baldock
BY SECRETARY

This was referred to you to look into

A.J.

on
h Avenue
on

rrant for:

es rendered
Highway Commission, details of which follow:

	Amount
# B-2912 Jan. 17, 1942	$ 60 00
Total	$ 60 00

1/17/42

remove tank & fill hole

STATE PRINTING DEPT.

1017 SE 34th Av.
Portland Oregon
Aug 26-42

Oregon State Hiway Commission —

It might interest you to know that I accepted this check under protest, that I performed extra work amounting to $20.00 and was refused payment by your office in Portland.

This was rush work and done on phone order — It is shameful if a responsible contractor can't trust men who represent your commission without a written requisition for work involving less than $100.00.

Resp.
Fred Christensen

100

34

11711

Form A-48—1682—3-42

OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

To—

Fred Christensen
1017 S. E. 34th Avenue
Portland, Oregon

Date Voucher Prepared

July 16, 1942

Attached hereto is warrant for:

service rendered

the Oregon State Highway Commission, details of which follow:

	Amount	
	$	

1017 SE 34th Ave.
Portland Oregon.
Aug 26-42

B-2912 Jan. 17, 1942 60 00

Oregon State Hiway Commission —

It might interest you to know — that I accepted this check under protest, that I performed extra work amounting to $20.00 and was refused payment by your office in Portland.

This was rush work and done on phone order — It is shameful if a responsible contractor can't trust men who represent your commission without a written requisition for work involving less than $100.00.

Mr. Scott

1/17/42

remove tank & fill hole

Total $ 60 00

Resp.
Fred Christensen

STATE PRINTING DEPT.

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OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 31, 1942

Subject: Fred Christensen's Claim

To:

Mr. R. H. Baldock
Chief Engineer
State Highway Department
Salem, Oregon

NOTED
ate Highway Engineer

Dear Sir:

Pursuant to our telephone conversation last Saturday relative to Fred Christensen's claim for additional compensation for removing an oil tank in Portland on June 18, 1942, I have referred to the correspondence on this subject, a copy of which is in Mr. Collier's office, and find that Mr. Williams, after an investigation, denied Mr. Christensen's claim for the amount above the $60.00 called for on requisition 60532.

From my personal knowledge of this matter, I support Mr. Williams's recommendation.

Very truly yours,

F. T. Young

F. T. Young
Acting Division Engineer

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- 1 1942
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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1942

Subject: Claim of Fred Christensen for Removal of Gasoline Storage Tank

To:

Mr. C. B. McCullough
Assistant Chief Engineer

L

NOTED
Highway Engineer

Dear Sir:

The attached claim of Fred Christensen, 1017 Southeast 34th Avenue, Portland, Oregon, in the amount of $60.00 covers the removal of one 2,000-gallon gasoline storage tank on Front Street in the City of Portland. The tank was acquired in the purchase of right of way necessary in the reconstruction of Front Street in Portland. The tank, after salvaging, is valued at $200.00.

The disposition of the tank was an obligation of the Construction Department. As the tank was fourteen feet below the surface of the pavement, it was necessary to either remove the tank and carefully backfill the opening or drill a hole into the tank and pump the tank full of sand to eliminate the possibility of any subsidence under a new concrete pavement. Due to the salvage value of the tank, the removal method was decided upon.

Very truly yours,

W W Stiffler

W. W. Stiffler
Assistant Maintenance Engineer

WWS/vf
encl. 1

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JUL 28 1942
FOR FILING

306-A-1

Salem, Oregon
July 27, 1942

Re: Invoice of Fred Christensen
for Removal of Gasoline Tanks
on Front Street in Portland.

W. C. Williams, Division Engineer
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

With reference to the above subject, a voucher in the amount of $60.00 was recently prepared in this office and mailed to Mr. Christensen for signature and affidavit. Instead of signing the voucher Mr. Christensen returned it with the following note: "This thing is not settled until I am assured of payment of an additional $20.00 for extra work. Your Portland Field man know about this deal, or they should".

The invoice as submitted included an item which read, "depth 5' below agreed depth, 1/3 extra charge $20.00". This item was not included in Field requisition 60532 which was issued by David T. MrBride and reached us, also, bearing the signature of W. W. Stiffler. Attached to the Purchase requisition was, also, a letter from Mr. Stiffler indicating that the amount of $60.00 was to cover all the work preformed for this Department by Mr. Christensen.

Apparently there is a difference of opinion to be adjusted and further action on the claim will be deferred until your instructions are received by this office.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By
R. V. Hollenberg
Requisition Supervisor

VS
Dictated by:
R. V. Hollenberg

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AUG 18 1942
FOR FILING

3-A-A-1

Salem, Oregon
August 17, 1942

Mr. W. C. Williams
Highway Division Engineer
Box 4644, Sellwood Station
Portland, Oregon

Dear Sir:

In reply to your letter of August 14, 1942, regarding the intent of the Special Provisions covering "Removal of Car Tracks" on the Front Avenue (Washington St.-Clay St.) Section, Contract No. 2476, we advise as follows:

Our interpretation of the intent of the Special Provisions is that the removal of pavement on track areas (stone block and mortar lying above the tops of the ties) is to be separately paid for the same as for any other pavement removal, and at the price bid per square yard for the item "Removal of Pavement." This is in accord with the provisions given on page 8 and paragraph 1 under "General Details," and on page 10 and paragraph 1 under "Measurement and Payment." Under the above referred to provisions, the removal of pavement is a general item for the whole project, the areas of which are shown on the plan sheets and, in the case of track areas, the depths of which are indicated on the typical cross-section DM-6 on page 2-D of the plans.

The special provisions for "Removal of Car Tracks," as given on page 11 do not in any way refer to the removal of pavement, as that item of work is separately and completely covered under the provisions for "Removing Concrete and Masonry." However, in the removal of Type "A" tracks, the removal of concrete below the tops of the ties is a question of moment in track removal work and the basis of payment for the removal of such concrete is specifically excluded from the track removal work, as mentioned in paragraph 2 under "Details of Work," and paragraphs 3 and 4 under "Measurement and Payment." The effect of these three references is clearly to state that the removal of concrete below the tops of ties within track areas is a separate item of work, and is to be paid for at the price bid per cubic yard for the item "Removal of Miscellaneous Concrete and Masonry Structures."

Mr. W. C. Williams - 2. August 17, 1942

For your information, Mr. Collier's original special provisions were changed in the Salem Office with his knowledge, with the thought in mind that inasmuch as there were to be general bid items for both pavement removal and mass concrete removal, such items should apply to all parts of the project wherever applicable. It was also felt that even after separate payments had been made for the removal of pavement and the removal of concrete, yet some additional cost might be encountered in the removing and handling of track materials which had been embedded in those materials.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

VGO'N:ER

cc to Mr. H. G. Smith

FORM E-30 30M 12-41

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 14, 1942

Subject: Washington-Clay St. Section
Front Avenue Project

To: Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

There is some doubt as to the exact intent of Special Provisions covering "Removal of Car Tracks" on the Washington-Clay St. Section, Front Avenue, Contract #2476.

On page 11 of Special Provisions, the second paragraph under "Details of Work" indicate that all concrete removed shall be paid for. In the third paragraph of "Measurement and Payment" I quote in part: "As well as the costs involved, excepting the removal of concrete between the ties of Type 'A' track".

The question is as to whether the removing of concrete from top of rail to the top of the ties is to be separately paid for or included in the price bid for "Removal of Type 'A' Car Track". The amount involved on work performed is approximately $600.00.

I have referred to Mr. Collier's Special Provisions, and I find that his intent was to make payment for all of the work involved on a per linear foot basis. In other words, removal of Type "A" track would include removal of all concrete. If such were not the case, there would have been no necessity for a different bid amount on the two types, as after the concrete is removed, the Type "A" track is no different than Type "B".

It is my opinion that, as the Special Provisions are written, we are obligated to pay for the removal of all concrete from top of rails to bottom of ties, under the item, "Removing Concrete and Masonry". Please advise as to your opinion.

Very truly yours,

R. C. Williams
Division Engineer

RCW:IM
cc: W. G. Smith

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JUL 8 1942
FOR FILING

306-A-1

#2476

July 7, 1942

Board of Appeal
City of Portland
Portland, Oregon

Attention of Mrs. Ruth Hansford, Secretary

Gentlemen:

In connection with the Front Avenue project, it has become necessary to move the sawdust fuel receiving facilities from the easterly side of the building and install them on the Front Avenue side. This necessitates a door in the sidewalk along the Front Avenue side of the building. I am attaching sketches showing the dimensions of this door and its location, and we would respectfully ask that a permit be granted for this installation.

You will note that when the door is open a 2-foot 6-inch passageway is provided between the door and the building. The sidewalk along the Market Building is 8 feet in width, and the size of the door which we are installing is the smallest which will meet the requirements of the Market Building.

Because of the many doors opening off Front Avenue into the Market Building, the sidewalk in this area is but little used, and, in our opinion, the passageway between the door and the building is of ample width to accommodate traffic. The door is to be used only for delivering of sawdust fuel and it will be opened for short periods at long intervals.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:[illegible]
cc Mr. Wm. A. Bowes
Mr. G. S. Paxson

Mr. Bowes:
Please help us secure this permit.

FORM E-30 30M 12-41

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FOR FILING

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#2476

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 30, 1942

NOTED
State Highway Engineer

Subject: Public Market Building, Portland

To: Mr. R. H. Baldock
Chief Engineer
State Highway Department
Salem, Oregon

RECEIVED
JUL 1 - 1942
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

I report herewith on work adjacent to the Public Market Building, on the Front Avenue Project, Portland.

In the first instance, I believe the letter written by Mr. Cookingham is a result of certain work performed on Saturday, June 20. On this date, at approximately 8:30 a. m., the contractor started to remove a portion of the ramp leading to the Public Market garage. Mr. Early, manager of the Public Market Building, became very angry, and stated that his lawyers would immediately start action, looking toward the payment of damages incurred. The only damage was noise, as a 17-foot width of the driveway was left undisturbed, and there was no hindering of traffic, with the exception of a period of approximately 15 minutes, when a bulldozer was removing a portion of the salvaged surfacing adjacent to the driveway ramp.

On the Salmon Street side, the south end of the Market Building, the existing 20-foot width asphaltic pavement has not been disturbed, and is eventually to be re-surfaced and widened. Adjacent to the 20-foot asphaltic pavement was a 20-foot gravelled surfacing. This 20-foot gravelled surfacing has been removed to permit widening operations.

The 30-foot area controlled by the Market Company on the east side of the building has not been disturbed, with the exception of a portion on the north end, where the grade is depressed in order to descend to the Morrison Bridge Undercrossing. Two entrances to the Market Building are cut off on this portion, but 75% of the entrances throughout the length of the building are undisturbed.

On the Front Avenue or west side of the Public Market Building, the 12-foot concrete sidewalk has been reduced to 8 feet in width, by the cutting off of the outer 4-foot width. This portion of the sidewalk was removed in sections, and entrances were provided at all times during progress of this work.

We are now making plans to move, immediately, the heating facilities, which work has been delayed, pending assembling of the various materials needed. Owing to priority difficulties, there was some delay in assembling the required materials, and in order to keep from interrupting the Market Building any more than necessary, all work was held up, pending the complete assembling of matrials required.

6/30/42

To date, nothing has been done adjacent to any portion of the Market Building in conflict with the agreement between the State Highway Commission, the City of Portland, and the Public Market Building officials.

As I view the whole matter, it so happens that a large portion of the lessees of the public stalls in the Market Building were Japanese. When the Japanese were moved out, there naturally resulted many vacancies, with a natural heavy decrease in finances to the Market Building. This is a matter beyond the control of the State Highway Commission, and I fully believe it to be the cause of the Public Market Building's difficulties.

I am submitting, with this report, 4 photographs taken on June 22, 1942, which was subsequent to the date of Mr. Cookingham's letter. On the reverse side of each photograph is a brief description of the location of each photograph.

Very truly yours,

W. C. Williams
Division Engineer

WCW:IM
2 copies
Encl.
cc: F. T. Young

RECEIVED
JUN 30 1942
FOR FILING

[illegible]-A-1

#[illegible]

June 27, 1942

Public Market Building, Portland

Mr. W. C. Williams
Division Engineer
State Highway Department
P. O. Box 4644, Sellwood Station
Portland, Oregon

Dear Sir:

Herewith letter from J. N. Devers. It is my understanding that we could not proceed immediately with the installation because of the priorities, but we finally were able to break the jam and will soon get the material to start the work.

In the meantime we have done nothing, as I understand it would jeopardize our contract. Mr. Devers seems to be somewhat confused about this matter and I would appreciate your making a full explanation with an extra copy so I may hand it to Mr. Devers.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. J. N. Devers

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JUN 29 1942
FOR FILING

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~~3476~~

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1942

(COPY FOR FILES.
Original forwarded
to W. C. Williams)

Subject:

To: Mr. R. H. Baldock,

Office.

Dear Sir:

You placed on my desk yesterday a letter written by Mr. Cookingham, representing the Public Market in Portland, and requested that I outline to you such letter as should be addressed to Mr. Williams concerning the complaint made by the attorney for the Public Market.

In Mr. Cookingham's letter he calls attention to the stipulation which was worked out and signed by the City, the Highway Commission and the Public Market. By reference to that stipulation I find these two paragraphs:

> "1. The Highway Commission shall at its own expense immediately institute necessary activities to remove the oil and sawdust storage tanks from the east side of said market building to the west side, and to connect said facilities with the furnace or furnaces using oil and sawdust, as at present located. The oil connection shall be by pipeline, suitably installed, and the sawdust connection shall be by a mechanized conveyor which will carry the sawdust from the west side storage bins to the sawdust burner, all substantially in accordance with plans and specifications which have been submitted by the Highway Commission. The Highway Commission shall complete such work with reasonable expedition and in a satisfactory workmanlike manner and without interrupting the heating service now available to the market building and its occupants. The hopper shall be of a size sufficient for promptly unloading trucks which carry two and one-half units of sawdust.
>
> "2. The Highway Commission may, as soon hereafter as convenient, start and complete necessary work to eliminate the loading platform on the east side of said market building and to pave the highway running between the market building and the river. Such work shall be carried on in such manner as not to interrupt or cut off entirely the delivery service which is now maintained by the Market Company thru the eastern entrances of the building. Both the removal of the platform and the paving work shall be so carried out as to permit some delivery service thru such east entrances and to as great an extent as may be possible consistent with reasonably efficient

operations by the Highway Commission. The Market Company shall be permitted to continue and maintain such delivery service thru the east entrances of the building for so long a period as traffic conditions will permit, and at least until the highway east of the market building is open for thru traffic."

You will note that paragraph 1 obligates the State to "immediately" institute necessary activities to remove the oil and sawdust, etc. I call attention to the use of the word "immediately."

Referring again to Mr. Cookinghan's letter he says "We went to considerable trouble to work out a stipulation regarding the removal of the heating facilities to the west side of the building, but thus far nothing has been done about that, and I understand that they are now preparing to dig up the roadway on the east side of the building which will mean that we have no way of getting fuel in." If Mr. Cookingham is correct in that statement, then it would appear we are not conforming to the obligation assumed in the stipulation wherein we agreed to "immediately" take care of the change in the heating facilities, and it was, of course, understood that there would be no serious interference with the heating of the market building.

I think it is true that the City under its municipal jurisdiction over streets would have the right to carry on any construction work necessary even though that meant inconvenience to the property owner, but in view of the fact that the City is a party to our stipulation it might lose some of its freedom. In other words, the City, having assumed a joint obligation with respect to the change in the heating plant of the market building, could not as freely work on the street as it otherwise could if such street work conflicted with the City's obligation as reflected in the stipulation.

If we have in any way interferred with the heating of the building and the inconvenience of the tenants, to the loss of the owners of the building, there may be ground upon which the owners can predicate a claim. I think you should get from Mr. Williams a complete statement of all that we have done to the building or rather to the heating plant and a statement of to what extent we have in any way interferred with the tenants or their convenience. Now it may be that we cannot handle the situation without some inconvenience and without some loss to the owners, but I think that a pretty complete history of the situation should be kept so that we may be able to defendant against exorbitant claims.

I have answered Mr. Cookingham and have merely acknowledged receipt of his letter and have told him that inquiry is being made with respect to the charges he has made in his letter. That is about all that I can say to him now.

Yours very truly,

JMD:PW

J. M. DEVERS

RECEIVED
JUN 15 1942
FOR FILING

306-A-1

#2476

Salem, Oregon
June 6, 1942

Mr. W. C. Williams
Highway Division Engineer
Box 4644, Sellwood Station
Portland, Oregon

Dear Sir:

We refer to your letter of June 5, in reply to ours of June 4, in regard to anchor bolts for light standards on the Front Avenue Project. (Contract 2476)

The situation as described is somewhat different than we had understood it to be, but the primary consideration is the same. Whenever a contractor is required to do work or to furnish materials, and is to be allowed a commission thereon as specified for "extra work," the item should be classed as an extra work item; not as a commercial purchase or a state force item. It follows then that the item should be authorized on an extra work order form or a price agreement form, and paid for as a part of the regular monthly payment to the contractor.

The allowance of a commission to anyone for making purchases for us is a somewhat irregular procedure, except when provided for in a contract or other written agreement, and we would like to avoid establishing a precedent for payments on that basis, if we can.

In the present case, I recommend the issuance of an extra work order in preference to a price agreement, ~~as the invoices~~ as payment on that basis will require no further negotiation with the contractor.

Unless you advise to the contrary, we will understand that none of the bolts being paid for are bolts which the contractor would have had to furnish under lump sum items (such as "Electrical Work" in Contract 2498) had the plans for the construction of the foundations not been changed.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

cc to H. G. Smith
John Beakey

FORM [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 5, 1942

Subject: Bolts Purchased for
Front Avenue Light Standards

To: Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am uncertain as to the exact meaning of your letter of June 4, which has reference to the above subject. It is my belief that you are not fully acquainted with the conditions pertaining to the purchase of the anchor bolts. There is to be no elimination of foundations on the Front Avenue Project, but the type of foundations was materially changed, and it was decided to construct the changed types of foundations by State Forces at such time as lighting fixtures were available for installation. Due to the existing emergency, it is very uncertain as to when the light fixtures will be obtainable.

In order to make certain that we would have the anchor bolts available at such time as we secure the lighting fixtures, we made arrangements to purchase the bolts through the contractor, upon recommendations of Mr. Beakey.

The contractor's only involvement in the deal is the purchase and delivery of the bolts to the State, and, for his trouble and cooperation in this, we agreed to allow him a 5% allowance. If it is still your opinion that the purchase should be covered under Ixtra Work Order, please advise and necessary Work Orders will be submitted.

Very truly yours,

W. C. Williams
Division Engineer

WCW:IH
cc: John Beakey
F. T. Young

Salem, Oregon
June 4, 1942

Mr. W. C. Williams
Highway Division Engineer
Box 4644, Sellwood Station
Portland, Oregon

Dear Sir:

The anchor bolts for light standards to which the enclosed state force orders refer cannot be purchased from the contractor (Edlefsen-Weygandt Co.) with a 5% allowance, except by handling the payments as extra work items under the Front Avenue contracts involved. Their purchase should, therefore, be authorized by means of "extra work orders" rather than by "orders for state force work." Please, therefore, cancel the enclosed orders and submit extra work orders in their stead.

From such information as has come to us, it appears that this purchase is in the nature of taking excess materials off the hands of the contractor. If this is the case, please so state on the extra work order forms.

The large numbers of bolts to be taken over indicates some rather extensive elimination of foundations called for by the plans, and leads us to wonder if payment for some of the bolts may not be included in the lump sum amounts being paid for items such as "electrical work."

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to F. T. Young

Encl.

Foundations for Lighting System

2476 - Washington St. - Clay St

FS	Price Agreement No. 4	Pd W/		$	
65	Type A Foundations	58	at	32.25	1" x 6'0" long
8	Type B	8	-	31.40	1½" x 6'0" long
12	Type C	6	-	43.56	1¾" x 7'0" "

"The Contractor shall furnish and install anchor bolts, ---
as called for on the plan". Drawing 7559

2498 Clay St. - Sheridan St.

"A"
4 - Steel bolts
1" $ x 6'0" long
with hex. nut

Lighting items on original drawing # 7448
changed to conform with drawing # 7558.

B
1½" x 6'0"
8

Pd. 507.

Lump sum bid increased from $2850.00 to 3405.00

Same Specifications apply -

2537 - Ankeny St. - Washington St

No change in Specification.

1 Plan
4 - steel bolts
1" x 6'0" long

Pd 257.

Mr. Widdows said he would accept charge of $153.33

FORM E-30 20M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 28, 1942

Subject: Front Avenue Improvement
Orders for State Force Work

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am submitting herewith Orders for State Force Work on Contracts 2476, 2498, and 2537, all being on the Front Avenue Project.

These State Force Work Orders cover the purchase of bolts for light standards, which bolts will be purchased from the contractor for later use by the State when the light installations are made.

Very truly yours,

W. C. Williams
Division Engineer

WCW:IH
2 copies
Encl.
cc: F. T. Young

RECEIVED
MAY 28 1942

RECEIVED
JUN 2 1942
FOR FILING

306-D-1

Salem, Oregon
June 1, 1942

Portland Water Bureau Bill

Mr. W. C. Williams
Highway Division Engineer
Box 4644, Sellwood Station
Portland, Oregon

Dear Sir:

In reply to your letter of May 29, addressed to the Accounting Division, it has been the practice in payment of various utility bills in connection with Federal Projects to withhold 3% until the audit of the final estimate by the PRA auditors.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by L. E. Parsons/ER

FORM E-90 50M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 29, 1942

Subject: Bill, Portland Bureau of Water Works

To:
Accounting Division
State Highway Department
Salem, Oregon

Attention: James P. Bartlett

L

Dear Sir:

Your letter of May 28 advises that 10% is being withheld from the bill submitted by the Portland Bureau of Water Works for installation of sprinkling system on the Washington-Clay Street Section, Front Avenue, until final payment.

This is the final payment for work to be done by the City on Units 1, 2, 3, and 4, Washington-Clay Street Section, and I fail to understand the reason for withholding of the 10%.

Will you please advise.

Very truly yours,

W. C. Williams
Division Engineer

WCW:IF

JUN -1 '42

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MAY 22 1942
FOR FILING

306-A-1

#2476

May 21, 1942

General Insurance Co. of America
Oregon Service Office
601 Board of Trade Building
Portland, Oregon

Attention: Mr. H. K. Beebe,
Claims Department

Gentlemen:

This is to acknowledge receipt of and to thank you for your letter of the 20th instant explaining the company's view of the claim of the Portland Machinery and Supply Company against the Edlefson-Weygandt Company, highway contractors, arising out of the breaking of glass windows during the progress of the construction of the Front Avenue Project in Portland.

I appreciate very much having this information.

Very truly yours,

Secretary

HBG:MM

NOTED
D. G. DeSart

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES - SEATTLE, WASHINGTON

H K DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING

PORTLAND, OREGON

May 20,1942

ACKNOWLEDGED
H. B. GLAISYER

State Highway Commission
Salem, Oregon

ATTENTION: H. B. Glaisyer, Secretary

Re: 2-51,099 - Edlefson - Weygandt

Dear Sir:

After sending you our letter of May 19 in reference to the above captioned, it occurred to us that perhaps we should have been more specific and given you a little more information and we are so doing at this time.

We are sorry to cause the necessity of having to read another letter but we feel you should have this information.

The Trinity Universal Insurance Company is pressing a claim against our assured for glass which was broken in the building of the Portland Machinery and Supply Company, located at 1003-1013 S. W. Front Avenue, Portland. They allege that the breakage was due to stones being thrown against the windows by the wheels of passing cars, and they base their claim against our assured on the fact that our assured was doing some work in the vicinity.

We are resisting this claim because there is no satisfactory evidence to show that our assured was negligent in any way nor was he responsible for the fact that there was gravel and stones on the street.

Our investigation reveals that our assured had his material pile properly barricaded and at least fifteen feet away from the line of traffic, S. W. Front Avenue being a one way street at this point.

We trust that this information will suffice to properly explain the claim and our company's attitude toward it.

Very truly yours,

H K Beebe
Claims Department
H. K. Beebe

HKB:jd

RECEIVED
MAY 21 1942
STATE HIG[illegible] COMMISSION

RECEIVED
MAY 29 1942
FOR FILING

306-A-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1942

Subject: Heating System at Public Market Building in Portland

To: Mr. R. H. Baldock
Chief Engineer
Office

Highway Engineer

Dear Sir:

Herewith copies of Price Agreements No. 7 and 8 and Order for Extra Work No. 3 on the Morrison Street Bridge project in Portland. These two price agreements and the work order cover the revisions of the heating system at the Public Market Building. This should normally have been taken care of by the road contractor on this section, but, since he objects to doing the work, arrangements have been made with Birkemeier & Saremal, contractors on the adjacent bridge. Price Agreement No. 7 covers the reconnecting of the fuel oil storage tank. Price Agreement No. 8 covers the installation of a new sawdust conveyor system. The Order for Extra Work No. 3 covers the excavation, backfilling, patching of concrete floors, pavements, etc., the furnishing and installing of a metal sidewalk door for the sawdust conveyor, and the actual moving and replacing of the present fuel tank, these items not being covered by either of the price agreements.

This matter has been under negotiation for a considerable period of time, and, while the total estimated cost is $5,486 and seems rather high, it is apparently the best arrangement that can be made at the present time.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP CM
Attached

RECEIVED
MAY 20 1942
FOR FILING

206-A-1

2476

May 20, 1942

Cora A. Thompson, Secretary
Battleship Oregon Commission
Route 10, Box 401
Milwaukie, Oregon

Dear Madam:

In answer to your letter of May 5, 1942, in regard to the progress of the work in the vicinity of the Battleship Oregon, I wish to advise that the contractor is concentrating all his work from the Public Market Building south, and, at this time, has completed all grading, surfacing, sidewalks, and sixty per cent of the concrete pavement between Jefferson and Clay Streets, which is the area in front of the Battleship Oregon. The work will be pushed to final completion as rapidly as weather and other conditions permit.

As you probably know, contractors are very badly handicapped by the shortage of labor and equipment repairs, but I believe Mr. Weygandt is doing everything possible to expedite this job.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:[illegible]
cc Mr. H. G. Smith

COMMISSION
ALL N. DANA, CHAIRMAN, PORTLAND
OREGON JOURNAL, 800 S. W. BROADWAY
HARRY V. REED, VICE CHAIRMAN, PORTLAND
6923 S. E. 17TH AVENUE
HOWARD WADDELL . . . . . ROSEBURG

CHARLES A. SPRAGUE, GOVERNOR

COMMISSION
DR. G. F. A. WALKER . . . . PORTLAND
326 MORGAN BUILDING
L. M. LEPPER . . . . PORTLAND
107-10 CITIZENS BANK BUILDING
CORA A. THOMPSON, SECRETARY, PORTLAND
RT. 10, BOX 401, MILWAUKIE

STATE OF OREGON
BATTLESHIP OREGON COMMISSION
AT. 0501
BATTLESHIP OREGON
PORTLAND

May 7th.,1942

RECEIVED
MAY 11 1942

Mr R.H.Baldock,Engineer
State Highway Commission
Salem, Oregon.

Dear Sir -:

At a special meeting of the Battleship Oregon Commission Tuesday May 5th.,1942, the following resolution was adopted.

" Whereas, the present crossing to and from the battleship OREGON and adjacent highway has for some time been under construction:

And where as:the upkeep and maintenance of the ship is partly dependent upon fees paid by visitors:

And whereas, the ship is serving as headquarters for instructions and training for several National Defense groups:

There-fore be it Resolved: that a request be made to expedite work on crossing to and from the battleship OREGON."

Battleship Oregon Commission
Chairman Marshall N.Dana
Vice Chairman H.V.Reed
Howard Waddell
L.M.Lepper
G.F.A.Walker
By Cora A. Thompson - Sec

RECEIVED
[illegible] 1942

REFERRED TO
H G Smith
By Chief Engineer

Please prepare
reply for my signature

306-A-1

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES – SEATTLE, WASHINGTON

GENERAL
H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING

PORTLAND, OREGON

RECEIVED
MAY 20 1942
FOR FILING

3076

May 19, 1942

State Highway Commission
Salem, Oregon

ATTENTION: H. B. Glaisyer, Secretary

Re: 2-51,099 - Edlefson- Weygandt

Dear Sir:

Your letter of May 11 to the Fidelity & Deposit Company of Maryland with regard to the claim of Trinity Universal Insurance Company for damage to plate glass windows at 1003 and 1013 S. W. Front Avenue, Portland has been referred to this office for attention.

We wish to advise that our investigation reveals no liability on the part of Edlefson-Weygandt Company for this damage and we have denied the claim of the Trinity Universal Insurance Company on behalf of our assured.

Very truly yours,

H. K. Beebe
Claims Department
H. K. Beebe

HKB:jd

NOTED
H. B. GLAISYER

RECEIVED
MAY 20 1942
STATE HIGHWAY COMMISSION

NOTED
D. G. DeSart

RECEIVED
MAY 12 1942
FOR FILING

306-A-1

May 11, 1942

Trinity Universal Insurance Co.
508 Corbett Building
Portland, Oregon

Attention: M. J. Buckley

Gentlemen:

We have your letter of May 9 in explanation of the damage claims filed on May 7 against Edlefsen-Weygandt Company for broken plate glass in the building of the Portland Machinery and Supply Company, at 1003 and 1013 S. W. Front Avenue. We are making note of these claims in our records and, also, bringing these claims to the attention of Edlefsen-Weygandt Company and its surety.

We advise that you file these claims through the office of the Secretary of State in accordance with Chapter 517, Oregon Laws, 1939, copy of which is enclosed for your guidance.

For your information we advise that Edlefsen-Weygandt Company's contract is known as contract No. 2476 for grading and paving the Washington Street-Clay Street Section of Front Avenue on the Pacific Highway West, Portland, in Multnomah County. The performance bond on this contract was furnished by the Fidelity and Deposit Company of Maryland through its resident agent, Clarence D. Porter, Failing Building, Portland.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DO/mm

NOTED
D. G. DeSart

May 11, 1942

Fidelity & Deposit Company of Maryland
Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

We have been advised by the Trinity Universal Insurance Company, Corbett Building, Portland, that they have claims against Edlefsen-Weygandt Company on contract No. 2476 for grading and paving the Washington Street-Clay Street Section of Front Avenue on the Pacific Highway West, Portland, in the total amount of $158.66, for damage to plate glass windows in the building of the Portland Machinery and Supply Company at 1003 and 1013 S. W. Front Avenue, Portland.

We are informing you of these claims since you appear as surety on the bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

cc - Edlefsen-Weygandt Company
800 S. W. Front Avenue
Portland, Oregon

NOTED
D. G. DeSart

EDWARD T. HARRISON
PRESIDENT

TRINITY UNIVERSAL INSURANCE COMPANY
DALLAS, TEXAS

CAPITAL $1,000,000

CLAIM DEPARTMENT
508 Corbett Building
PORTLAND, OREGON

May 9, 1942

2476

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Mr. Glaisyer:

Re: S. Rosenfeld, et al
Policy #343090

We wish to acknowledge receipt of your communication dated May 8th on the above captioned claims, which we have presented for glass breakage at the Portland Machinery Company.

We wish to advise that these breakages all occurred at 1003 and 1013 S. W. Front Avenue, Portland, Oregon, where street construction has been underway for some time. We do not know who the contractor is, so are unable to give you that information, I am

Must be
Portland Machinery and Supply Co.
Salmon and Front

Yours very truly,

TRINITY UNIVERSAL INSURANCE CO.

M J Buckley

By M. J. Buckley

mjb/ha

[illegible] 11 [illegible]2

May 8, 1942

Trinity Universal Insurance Company
508 Corbett Building
Portland, Oregon.

Gentlemen: **Attention M. J. Buckley**

We have your three letters of May 7, submitting claims for glass broken in the Portland Machinery Company on Southwest Front Avenue, in the amounts of $73.00 for loss on March 15; $37.50 on March 8; and $48.18 on April 11, 1942.

We are unable to locate on our maps the building in which this glass was broken. The Portland telephone directory gives the address of the Portland Machinery Company as 208 S.W. First Street, Portland. This does not appear to be located in such a position as to be damaged by work by one of our Front Avenue contractors.

Can you give us more information in regard to these claims, in order that we may be able to furnish you with the name and number of the contract and the name and address of the surety company furnishing the material bond.

If possible will you supply us with the name of the contractor, and also the location of the building in which the glass was broken.

Very truly yours,

Secretary

DOD:RS

NOTED
D. G. DeSart

EDWARD T. HARRISON
PRESIDENT

TRINITY UNIVERSAL INSURANCE COMPANY
DALLAS, TEXAS
CAPITAL $1,000,000

CLAIM DEPARTMENT
508 Corbett Building
PORTLAND, OREGON

May 7, 1942

State Highway Department
Salem, Oregon

Gentlemen:

Re: S. Rosenfeld, et al
Policy #343090
Loss: 3/15/42

208

Under date of March 15th while construction and repair work was being done on S. W. Front Avenue, the following plate glass windows were broken at the Portland Machinery Company by flying stones. Size 74 x 75½ front, size 44½ x 75½ return, and size 44½ x 75½ return.

We contacted the City Commission of Portland and they advised that this claim should be submitted to you. Therefore we are submitting a claim in the amount of $73.00 for the replacement of this broken glass, I am

Yours very truly,

TRINITY UNIVERSAL INSURANCE CO.

M. J. Buckley

By M. J. Buckley

mjb/ha

[illegible]

prepare [illegible] letter for
each of these claims
HKS

EDWARD T. HARRISON
PRESIDENT

TRINITY UNIVERSAL INSURANCE COMPANY
DALLAS, TEXAS

CAPITAL $1,000,000

CLAIM DEPARTMENT
508 Corbett Building
PORTLAND, OREGON

May 7, 1942

State Highway Department
Salem, Oregon

Gentlemen:

Re: S. Rosenfeld, et al
Policy #343090
Loss: 3/8/42

Under date of March 8th while construction and repair work was being done on S. W. Front Avenue, a plate glass window size 70 x 76 of the Portland Machinery Company was broken by flying stones.

We contacted the City Commission of Portland and they advised that this claim should be submitted to you. Therefore we are submitting a claim in the amount of $37.50 for the replacement of this broken glass, I am

Yours very truly,

TRINITY UNIVERSAL INSURANCE CO.

M. J. Buckley
By M. J. Buckley

mjb/ha

RECEIVED
MAY 8 - 1942
[illegible]

EDWARD T. HARRISON
PRESIDENT

TRINITY UNIVERSAL INSURANCE COMPANY
DALLAS, TEXAS
CAPITAL $ 1,000,000

CLAIM DEPARTMENT
508 Corbett Building
PORTLAND, OREGON

May 7, 1942

State Highway Department
Salem, Oregon

Gentlemen:

Re: S. Rosenfeld, et al
Policy #343090
Loss: 4/11/42

Under date of April 11th while construction and repair work was being done on S. W. Front Avenue, a plate glass window size 95 x 75 of the Portland Machinery Company was broken by flying stones.

We contacted the City Commission of Portland and they advised that this claim should be submitted to you. Therefore we are submitting a claim in the amount of $48.18 for the replacement of this broken glass, I am

Yours very truly,

TRINITY UNIVERSAL INSURANCE CO.

M J Buckley

By M. J. Buckley

mjb/ha

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MAY 8 - [illegible]2
[illegible]

RECEIVED
MAY 4 1942
FOR FILING

306-A-1

SALEM
May 1, 1942

Agreement regarding Public Market Bldg.

MR. J. M. DEVERS

I am returning to you herewith eight copies of an agreement between the State Highway Commission, the City of Portland, and the Public Market Company of Portland relative to the construction of the Front Avenue Project in Portland at the Public Market Building. These were signed by the Highway Commission at its meeting on April 30, 1942, and are returned to you to secure execution on the part of the City of Portland the Public Market Company.

I will appreciate it if you will furnish me with one fully executed copy of this agreement for the Commission's records and files.

HBG:AM

Secretary

RECEIVED
MAR 26 1942
FOR FILING

316-A-1

March 26, 1942

Cookingham & Hanley
Mead Building
Portland, Oregon

Attention: Mr. P. W. Cookingham

Gentlemen:

Pursuant to our recent phone conversation, I instructed Mr. W. C. Williams, our Division Engineer, to contact Mr. Early of the Market Building. As a result of this conversation, the State Highway Department agrees to perform the excavation and paving work on the traffic lane immediately adjacent to the east side of the Market Building in sections so that a certain number of loading and unloading facilities will be available at all times. The existing concrete platform will eventually be removed in its entirety but temporary wooden platforms will be constructed at the various entrances to the Market Building. Approximately 50 per cent of the present openings will be available at all times. The determination of which openings shall be closed and which may be left open will be agreed upon by Mr. Early and Mr. Williams as the work progresses.

We therefore seek your approval of a suggested arrangement wherein the Highway Commission will be permitted, without prejudice in any manner to your interests, to reconstruct the fuel supply lines to the heating system as per plans furnished you and to complete the paving on the east side of the Market Building in such manner as to interfere as little as possible with your loading and unloading arrangements.

After the pavement at the back of the building has been entirely completed, facilities for unloading on the east side of the Market Building will be provided by temporary wooden plantforms until other arrangements can be made or until the Supreme Court decision has been rendered, which decision should make possible the determination of the final changes to be made in the building.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:MI

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MAR 27 1942
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Projects
Municipal - Front

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 24, 1942

Subject: Front Avenue Project
Market Building

To: Mr. R. H. Baldock
Chief Engineer
State Highway Department
Salem, Oregon

NOTED

MAR 25 1942

Dear Sir:

As per your instructions, I conferred with Mr. Roy B. Early, Manager of the Public Market Building, relative to the plan for rearrangement of loading and unloading facilities at the Public Market Building.

Owing to the uncertainty as to what the eventual use of the building may be, it does not appear desirable to make definite plans for the rearrangement of facilities at this time. In order to proceed with construction of the Front Avenue Project, and, at the same time interfere as little as possible with the Market Building at this time, the following plan was agreed upon by Mr. Early and me:

Excavation and paving work on the traffic lane immediately adjacent to the east side of the building shall be performed in sections so that a certain number of loading and unloading facilities are available at all times. The existing concrete platform may be removed in its entirety, but temporary wooden platforms will be constructed at the various entrances to the Market Building. An approximate 50% of the openings are to be available at all times. A plan as to which openings shall be closed and which may be left open will be agreed upon between Mr. Early and myself before work is commenced.

Mr. Early wishes approval of this plan from Cookingham & Hanley, Attorneys for the Market Building. He suggests that you write a letter to Mr. Cookingham, advising him of the plan as tentatively worked out, whereupon, it is believed that approval will be given to proceed.

Heating facilities of the building are to be changed over, immediately, as now planned, as these facilities will be essential, regardless of what the future use of the building may be.

Very truly yours,

W. C. Williams
Division Engineer

WCW:l[illegible]
cc: H. G. Smith

306-A-1

#2476

CROSS REFERENCE SHEET

Name or Subject Resolution relative to the Public Market Building in Portland **File No.**

Regarding Compensation to be paid for the portion of said Public Market property needed for r/w in connection with the Front Avenue project which includes things to be done, as installation of new sawdust conveyor and relocation of fuel oil tank. **Date** 3/20/42

SEE

Name or Subject **File No.**

ADMINISTRATION
Commission
Resolutions - Right Of Way

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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RELOCATION OF FUEL OIL TANK

IN

PUBLIC MARKET BUILDING

PORTLAND, OREGON

The contractor shall furnish all labor and materials and do all work necessary for the relocation of present 10,000 gallon fuel oil tank at the Public Market Building in Portland, Oregon, in approximate locations shown on accompanying sketch and as outlined below.

The tank shall be excavated at its present location on the east side of the building, all piping and fittings disconnected, and all moved to a new location under the sidewalk on the west side of the building, as shown on the sketch. All excavation in the new location, both for the tank and for the piping, shall be prepared by the contractor in advance of the moving of the tank so as to interrupt as little as possible fuel oil service to the boilers. A temporary tank and service will be maintained by the oil company now supplying fuel oil to the building, but the contractor shall make the temporary connection to the present boiler supply line. The contractor shall also furnish and connect all necessary new galvanized iron pipes and fittings from the tank to the boiler feed, including suction and return pipes, vents, filler, and sound pipes. He shall also replace present oil gauge at the new tank location. If an antisyphon valve is required, the same shall be furnished and installed by the contractor.

NOTED
[illegible] Engineer

It is planned to run the suction and return lines under the concrete floors of the meter room, lounge room, and boiler room as indicated on the enclosed sketch, and the cutting of the concrete floors, the digging of the necessary trenches, and the backfilling of same shall be done under this contract. These pipes shall be connected to the west end of present piping in front of the boilers, while the east end of this piping shall be disconnected from present temporary service and securely closed off.

The entire installation shall be properly tested for leaks, and all materials and workmanship shall comply with the rules and regulations of the City of Portland.

All repairs to concrete floors, where same have been cut for pipe installation, the new concrete sidewalk slab over the tank, and the new C. I. manhole and cover for access to tank manhole, will be furnished and placed by others.

A priority rating of A-4 is available for this job.

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#2476

December 10, 1941

Edlefsen-Weygandt Co.,
Post Office Box 5626,
Portland, Oregon.

Gentlemen:

Your letter of December ninth referring to my letter of the second is disappointing to the Highway Commission.

You say in your letter "Inasmuch as title to said property has not yet been acquired by the City, either by purchase or Court adjudication, we feel we must exercise our right under the terms of our contract by asking that we be relieved of this section of the project."

Under the City's charter provisions the city has taken possession of the property and has made the property available for use in connection with the project to the same extent and in the same manner as other properties were made available. It is true that the property owners have appealed from the City's award, but we are advised by the city officials that such appeal in nowise interferes with the City's right to take possession of the property. The City's possession has been made available to the State and the State joined with you in a plan to go forward with the work at this time, and assured you that any damage which you may be required to pay by reason of trespass on the property will be taken care of by the State.

You asked that you be permitted to proceed with the work. Such permission was granted and arrangement was made therefor. It is recognized that the work cannot well be done now on account of holiday shopping, but it is desired by the Commission that the work be carried forward with all possible dispatch following the Christmas season.

I shall appreciate further word from you.

Yours very truly,

R. H. Baldock
Chief Engineer

RHB:PW
JMD

N WEYGANDT
RESIDENT & MANAGER

UNIVERSITY 0012

Edlefsen-Weygandt Co.

GENERAL
CONTRACTING

P. O. BOX 5626
9233 N. CALVERT AVE.

PORTLAND, OREGON

December 9, 1941

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

Re: Improvement of Front Avenue, - Washington Street to Clay St., Pacific Highway. Contract #2476.

Referring to your letter of the 2nd instant.

By reason of the fact we have been put on notice by the owners of the Public Market on a number of occasions that we face a damage suit for a large amount if we proceed with the section of the work surrounding the market building and further, that, inasmuch as title to said property has not yet been acquired by the City, either by purchase or Court adjudication, we feel we must exercise our right under the terms of our contract by asking that we be relieved of this section of the project. We understand that the Court action is now being rushed and by spring the Supreme Court will be able to render a final decision.

If you and the City can then turn over the property to us, free from threatening notices, we will then be glad to consider reinstatement of the work in our contract as extra work.

I am quite sure you appreciate our actions and we can assure you that we are only too glad to co-operate with you to the fullest extent.

Very truly yours,
Edlefsen-Weygandt Co.

By Gordon Weygandt
Gordon Weygandt
Manager

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#2476

December 2, 1941

Edlefsen-Weygandt Company
9233 N. Calvert Street
Portland, Oregon

Contract No. 2476

Gentlemen:

You are hereby directed to proceed at your early convenience with the construction of the Front Avenue Project in the vicinity of the Market Building. This work is to consist of the following items:

1. Cut back the curb and sidewalk on Front Avenue and repave area between old pavement and new curb.
2. Install new fuel tank near south end of the Building and make suitable connections along Harbor Drive to the existing fuel pipes leading into the Building. Remove old fuel tank.
3. Remove back platform, perform grading, and install curb back of Building in accordance with the contract.
4. Restore so much of the back platform in timber construction as the engineer may direct.
5. Place gravel base and crushed topping back of the Building so that operators may have access to the back platform. This area to be paved as early in the spring as feasible.

Items No. 2 and No. 4 are to be done force account and orders will be prepared immediately. All other items mentioned above are covered by the contract and are to be paid for at contract unit prices.

The State has full authority to perform this work under condemnation proceedings by the City of Portland. The State will save you harmless from any suit brought for alleged trespass. You are under no obligation for alleged damage to the Market Building other than the obligations you have under the contract to any other property immediately adjacent to the right of way on which you are performing work.

However, the work adjacent to the building should be performed in such manner as to cause as little inconvenience as possible to the tenants and operators of the building. The sidewalk and curb should be removed and replaced for about one-third only of the frontage at a time. Connections from the new fuel tank to the fuel lines should be made so as to cause no interruption of heating. The removal of the back platform and grading and placing of new gravel surface should be coordinated so that access to the back of the building will not be entirely cut off at any time.

Very truly yours,

HHB
EAC/er

Chief Engineer

cc Commissioner Bowes
Fidelity and Deposit Co. of Maryland

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1941

Subject:

To: Memorandum:

The following is a brief statement of the conference held in Commissioner Bowes' office in the City Hall in Portland, Oregon, which was attended by the following persons: Mayor Riley, Commissioner Bowes, Mr. Apperson, Mr. Morrow, Mr. Regan, Mr. Latourette, Mr. Humphries, Mr. Cabell, Mr. Clough, Mr. Baldock, Mr. Glaisyer, Mr. McCallister and the writer. The subject discussed was the same subject which was discussed some days previous when a conference was held at the public market attended by some of the above named persons.

As a result of the conference it was agreed that the contractor should be told to go forward with the work which involved the public market and that he would be relieved of any responsibility to respond in damages predicated upon trespass. The city officials represented that when the preceedings for the acquisition of the market property are completed the award agreed upon would be deposited in court and the public would then be in position to take legal possession of the property and proceed with the public improvement.

It was also agreed that the City and the Highway Commission would select an appraiser and a building construction engineer or architect and instruct them to determine what must be done to the building in order to meet the new situation and then determine the total amount of money which the public should pay to the owners of the building as damages by reason of the encroachment upon the property in connection with the Front Avenue improvement. It was also agreed that the owners of the property would be asked to do the same thing and then a conference would be arranged for a discussion of the several appraisals to determine whether or not an agreement with respect to the damages can be reached. It was definitely determined, however, that no consideration will be given to the litigation now pending. In other words, the litigation between the City and the public market owners will have nothing to do with the determination or attempt to determine the damages to be paid by reason of the Front Avenue improvement.

After leaving Commissioner Bowes' office I went to Mr. Latourette's office and he then called Mr. Cookingham and advised him of the results of the meeting. It was also the agreement of both the City and the State that the findings of the appraisers were to be advisory only and would not be binding on either of the parties. In other words, this effort to reach an agreement is not in the nature of an arbitration and is not to have the control or binding effect that usually flows from arbitration.

JMD:PW

JMD
J. M. DEVERS

NOTED
State Highway Engineer

cc Henry F. Cabell

R. H. Baldock L

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1941

Subject:

To: Mr. R. H. Baldock,

Office.

Dear Sir:

I have read the copy of the letter written to Edlefsen-Weygandt Co. by the law firm of Cookingham and Hanley and I have read the contractor's letter to you, both of which have to do with work on Front Avenue involving the public market.

The public market along with all other properties on Front Avenue is under the City's condemnation proceedings and I am advised by the City Attorney that the City and the State are at liberty to go upon the property to do whatever work is necessary in connection with the proposed street improvement.

The contractor has been kept off that property merely to accommodate and assist the owners of the property and the parties engaged in the pending litigation.

I believe, however, that protected by the City's condemnation proceedings the State and the State's contractor may, without liability in so far as title to the property is concerned, go forward with the work. The contractor, in my opinion, will be under no greater liability with respect to that property than he is with respect to any other property. It is purely a right of way controversy. The contractor would be liable to the owners of the public market to the same extent that it would be liable to other property owners and no more.

I suggest that this subject be brought up for discussion at the Commission's meeting next Monday.

Yours very truly,

J M Devers
J. M. DEVERS

NOTED
State Highway Engineer

JMD:PW

R

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306-A-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1941

Subject: Changes in Market Building on
Front Avenue

To: Mr. R. H. Baldock
Chief Engineer

REFERRED TO
By Chief Engineer

NOTED
State Highway Engineer

REFERRED
TO Baldock
FOR Have noted – Seems to be working OK.

Dear Sir:

Mr. Frank Young and Contractor Weygant are investigating the changes to be made at the Market Building before the new construction at the back of the building is performed.

A heating expert, Mr. DeTemple, is preparing a plan and estimate for moving the fuel oil tank from the back of the building to a location under the sidewalk on Front Avenue in front of the building. The City Fire Marshall has been consulted. Mr. DeTemple states that the fuel tank cannot very well be placed in Salmon Street because the intake pipes would be too long for satisfactory operation. The existing fuel tank is of 5000-gallon capacity, 22 feet long by 75 inches in diameter, of 1/4-inch steel plate. Arrangements have been made with the fuel oil people so that they can spot a tank truck back of the building while the old tank is being moved to its new position so the state will not need to buy another tank.

The present plan is to secure a plan which is satisfactory to the Market people and have Weygant do the work on a price agreement basis.

In addition, there is at the back of the building a door through which they receive sawdust which is used as an alternate fuel in their heating system. Frank Young will have a plan studied out to receive sawdust on Front Avenue and transport it across the basement to the furnace.

There is also in the back of the building pipes through which gasoline is delivered to the building and plans will be made to receive gasoline on Front Avenue instead.

The operators of the Market are anxious that we do not disturb them during the holiday period which will continue for the next three weeks. Contractor Weygant is not anxious to go to work on this immediately but I trust that these alterations can be made shortly after the first of the year.

Very truly yours,

E. A. Collier

E. A. Collier
Maintenance Engineer

EAC/er
cc H. G. Smith
W. C. Williams (2)
Portland

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November 8, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of substitute estimate for auditing vouchers for the Front Street (Washington Street-Clay Street) Section, Project No. SN-FAP 306-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Highway Project
No. SM-FAP 306-A (1)

FRONT AVENUE (WASHINGTON ST.-CLAY ST.) SECTION
OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Substitute Estimate for Auditing Vouchers. Based on low bid prices.)

Salem, Oregon, November 7, 1941

74' Roadway (Sta. 99+62 to 106+44) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (70%)		$ 25,746.00
1,150	cu. yds.	Sand Backfill in Basements	$ 1.20	1,380.00
All Required		Clearing and Grubbing		192.00
190	sq. yds.	Removal of Pavement	.40	76.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
700	lin. ft.	Removal of Curbs	.07	49.00
8	only	Removal of Inlets	9.00	72.00
106	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	954.00
90	lin. ft.	Removal of Type "A" Car Track	1.00	90.00
1,060	cu. yds.	Structural Excavation, Unclassified	1.25	1,325.00
13,600	cu. yds.	General Excavation, Unclassified	.45	6,120.00
0.13	mile	Finishing Roadbed and Slopes	400.00	52.00
2,200	lin. ft.	8" Perforated Concrete Drain Pipe	.50	1,100.00
54	lin. ft.	6" Sewer Pipe	.50	27.00
1,370	lin. ft.	8" Sewer Pipe	.50	685.00
260	lin. ft.	10" Sewer Pipe	.65	169.00
270	lin. ft.	12" Sewer Pipe	.95	256.50
210	lin. ft.	18" Sewer Pipe	2.00	420.00
240	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	180.00
250	cu. yds.	Rock or Gravel Backfill in Drains	1.90	475.00
3	only	Adjustment of Manholes	20.00	60.00
48	only	Concrete Inlets	20.00	960.00
6	only	Type "A" Manholes, 5' to 10' Deep	70.00	420.00
1	only	Drop Manhole	210.00	210.00
6	only	Sidewalk Inlets and Pipe Connections	15.00	90.00
50	lin. ft.	3/4" Copper Water Pipe	.60	30.00
40	lin. ft.	1¼" Copper Water Pipe	.90	36.00
200	lin. ft.	1½" Copper Water Pipe	1.50	300.00
70	lin. ft.	2" Copper Water Pipe	1.80	126.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00

1,750	sq. yds.	Concrete Walks	$ 1.60	$ 2,800.00
860	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	86.00
1.5	cu. yds.	Concrete Stairways	22.00	33.00
118	cu. yds.	Concrete Center Islands	14.00	1,652.00
7	cu. yds.	Concrete Traffic Separators	20.00	140.00
42	cu. yds.	Concrete Traffic Islands	18.00	756.00
70	only	3/4" x 6" Dowel Pins	.08	5.60
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (2%)		21.00
940	lin. ft.	3/4" Electrical Conduit	.36	338.40
295	lin. ft.	1" Electrical Conduit	.41	120.95
300	lin. ft.	1¼" Electrical Conduit	.44	132.00
1,770	lin. ft.	1½" Electrical Conduit	.48	849.60
2,600	tons	3" - 0" Gravel in Base	.70	1,820.00
2,750	tons	1½" - 0" Material in Base	1.75	4,812.50
15	tons	1½" - 3/4" Material in Grouted Leveling Course	2.50	37.50
210	tons	¼" - 0" Material in Cushion Course	1.75	367.50
37	M-gals.	Sprinkling	2.00	74.00
5,400	sq. yds.	Portland Cement Concrete Pavement	1.75	9,450.00
910	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	182.00
720	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	79.20
1,090	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	163.50
2,400	lin. ft.	Contraction Joints	.03	72.00
910	only	Dowel Bars	.20	182.00
3,200	lbs.	Tie Bars and Reinforcement	.055	176.00
60	cu. yds.	Concrete in Foundation and Base Courses	11.00	660.00
70	sacks	Cement in Grouted Leveling Course	1.80	126.00
1,920	tons	Class "B" Asphaltic Concrete	4.68	8,985.60
480	tons	Class "C" Asphaltic Concrete	4.58	2,198.40
				$ 80,800.85

Morrison Street Bridge Underpassing Contract 74' Roadway (Sta. 101+54.65 to 106+44) (Contract No. 2514)

All Required		Shoring, Cribbing, Etc. (12%)		$ 600.00
60	cu. yds.	Structural Excavation	$ 3.00	180.00
3	cu. yds.	Structural Excavation Below Elevation Shown	5.00	15.00
150	cu. yds.	Class "A" Concrete	25.00	3,750.00
13,600	lbs.	Metal Reinforcement	.07	952.00
30	lbs.	Copper and Bronze	1.00	30.00
330	lin. ft.	Metal Handrail on Bridge	7.00	2,310.00

All Required		Resetting Bollards and Anchors (30%)		$ 246.00
All Required		Preparation of Harbor Wall (10%)		290.00
All Required		Electrical Work (6%)		198.00
				$ 8,559.00
		Subtotal		$ 89,359.25
		10% Engr. & Cont.		8,935.92
		Total		$ 98,295.17

Length 0.129 mile
Cost per mile $ 761,978.06

44' Roadway (Sta. 106+44 to 115+15) (Contract No. 2475)

All Required		Removing Buildings and Backfilling Basements (6%)		$ 2,206.00
130	cu. yds.	Sand Backfill in Basements	$ 1.20	156.00
All Required		Clearing and Grubbing		245.00
590	sq. yds.	Removal of Pavement	.40	236.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
1,200	lin. ft.	Removal of Curbs	.07	84.00
10	only	Removal of Inlets	9.00	90.00
All Required		Removal of Platform at Market Building		480.00
2	only	Re-anchoring Bollards	75.00	150.00
All Required		Refinishing of Market Building Walls		350.00
310	cu. yds.	Structural Excavation, Unclassified	1.25	387.50
3,600	cu. yds.	General Excavation, Unclassified	.48	1,728.00
14,000	yd. sta.	Short Overhaul	.02	280.00
0.16	mile	Finishing Roadbed and Slopes	400.00	64.00
800	lin. ft.	8" Perforated Concrete Drain Pipe	.50	400.00
14	lin. ft.	6" Sewer Pipe	.50	7.00
580	lin. ft.	8" Sewer Pipe	.50	290.00
370	lin. ft.	10" Sewer Pipe	.65	240.50
140	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	105.00
7	only	Adjustment of Manholes	20.00	140.00
22	only	Concrete Inlets	20.00	440.00
4	only	Type "A" Manholes, 5' to 10' Deep	70.00	280.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00
980	sq. yds.	Concrete Walks	1.60	1,568.00
1,600	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	160.00
162	cu. yds.	Concrete Center Islands	14.00	2,268.00
32	cu. yds.	Concrete Traffic Islands	18.00	576.00
10	only	Concrete Signal Pedestals	20.00	200.00

12	only	Concrete Guard Posts	$ 9.00	$ 108.00
All Required		Constructing Recesses for Traffic Control Markers (30%)		97.50
775	lin. ft.	3/4" Electrical Conduit	.56	[illegible]
60	lin. ft.	2½" Electrical Conduit	1.44	[illegible]
1,700	lin. ft.	1½" Electrical Conduit	.48	816.00
1,000	tons	3" - 0" Gravel in Base	.70	700.00
1,700	tons	1½" - 0" Material in Base	1.75	2,975.00
190	tons	¾" - 0" Material in Cushion Course	1.75	332.50
38	M.gals.	Sprinkling	2.00	76.00
4,700	cu. yds.	Portland Cement Concrete Pavement	1.75	8,225.00
570	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	114.00
990	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	108.90
450	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	67.50
2,750	lin. ft.	Contraction Joints	.03	82.50
570	only	Dowel Bars	.20	114.00
2,120	lbs.	Tie Bars and Reinforcement	.055	116.60
1,620	tons	Class "B" Asphaltic Concrete	4.68	7,581.60
510	tons	Class "C" Asphaltic Concrete	4.58	2,335.80
				$ 39,882.50

Morrison Street Undercrossing Contract
(Sta. 106+44 to 108+58.78) (Contract No. 2514)

All Required		Shoring, Cribbing, Etc. (0%)		$ [illegible]
50	cu. yds.	Structural Excavation	$ 3.00	150.00
2	cu. yds.	Structural Excavation Below Elevation Shown	5.00	10.00
100	cu. yds.	Class "A" Concrete	25.00	2,500.00
10,700	lbs.	Metal Reinforcement	.07	749.00
20	lbs.	Copper and Bronze	1.00	20.00
220	lin. ft.	Metal Handrail on Bridge	7.00	1,540.00
All Required		Resetting Bollards and Anchors (30%)		240.00
All Required		Preparation of Harbor Wall (10%)		[illegible]
All Required		Electrical Work (4%)		[illegible]
				$ 6,027.00

Subtotal	$ 45,909.50
10% Engr. & Cont.	4,590.95
Total	$ 50,500.45

Length	0.165 mile
Cost per mile	$ 306,063.33

68. Roadway (Sta. 115+15 to 121+95) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (14%)		$ 5,149.00
820	cu. yds.	Sand Backfill in Basements	$ 1.20	984.00
All Required		Clearing and Grubbing		167.00
460	sq. yds.	Removal of Pavements	.40	184.00
880	sq. yds.	Removal of Sidewalks	.30	264.00
1,400	lin. ft.	Removal of Curbs	.07	98.00
8	only	Removal of Inlets	9.00	72.00
1	only	Removal of Manholes	20.00	20.00
12	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	108.00
10	lin. ft.	Removal of Type "B" Car Track	.75	15.00
720	cu. yds.	Structural Excavation, Unclassified	1.25	900.00
7,200	cu. yds.	General Excavation, Unclassified	.48	3,456.00
6,380	yd. sta.	Short Overhaul	.02	127.60
30	C-yd.sta.	Long Overhaul	.50	15.00
0.11	mile	Finishing Roadbed and Slopes	400.00	44.00
38	lin. ft.	6" Sewer Pipe	.50	19.00
1,350	lin. ft.	8" Sewer Pipe	.50	675.00
170	lin. ft.	10" Sewer Pipe	.65	110.50
160	lin. ft.	12" Sewer Pipe	.95	152.00
190	lin. ft.	15" Sewer Pipe	1.60	304.00
240	lin. ft.	18" Sewer Pipe	2.00	480.00
200	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	150.00
3	only	Adjustment of Manholes	20.00	60.00
30	only	Concrete Inlets	20.00	600.00
1	only	Type "A" Manhole, 20' Deep	170.00	170.00
6	only	Type "B" Manholes	70.00	420.00
60	lin. ft.	1¼" Copper Water Pipe	.90	54.00
140	lin. ft.	1½" Copper Water Pipe	1.50	210.00
130	cu. yds.	Concrete Curbs	20.00	2,600.00
2,110	sq. yds.	Concrete Walks	1.60	3,376.00
830	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	83.00
70	lin. ft.	Metal Guard Rail	1.25	87.50
84	cu. yds.	Concrete Center Islands	14.00	1,176.00
19	cu. yds.	Concrete Traffic Separators	20.00	380.00
70	cu. yds.	Concrete Traffic Islands	18.00	1,260.00
110	only	3/4" x 6" Dowel Pins	.08	8.80
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (30%)		97.50
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
215	lin. ft.	1" Electrical Conduit	.41	88.15
650	lin. ft.	1¼" Electrical Conduit	.44	286.00
1,600	lin. ft.	1½" Electrical Conduit	.48	768.00

3,000	tons	3" – 0" Gravel in Base	$ .70	$ 2,100.00
3,950	tons	1½" – 0" Material in Base	1.75	6,912.50
200	tons	¾" – 0" Material in Cushion Course	1.75	350.00
37	M.gals.	Sprinkling	2.00	74.00
5,000	sq. yds.	Portland Cement Concrete Pavement	1.75	8,750.00
390	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	78.00
540	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	59.40
360	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	54.00
2,300	lin. ft.	Contraction Joints	.03	69.00
390	only	Dowel Bars	.20	78.00
2,560	lbs.	Tie Bars and Reinforcement	.055	140.80
2,360	tons	Class "B" Asphaltic Concrete	4.65	10,974.00
610	tons	Class "C" Asphaltic Concrete	4.58	2,793.80
		Subtotal		$ 57,720.55
		10% Engr. & Cont.		5,772.05
		Total		$ 63,492.60
		Length	0.112 mile	
		Cost per mile	$ 566,898.21	

80' Roadway (Sta. 121+05 to 126+27) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (10%)		$ 3,678.00
All Required		Clearing and Grubbing		146.00
2,360	sq. yds.	Removal of Pavement	$ .40	944.00
2,180	sq. yds.	Removal of Sidewalks	.30	654.00
2,700	lin. ft.	Removal of Curbs	.07	189.00
14	only	Removal of Inlets	9.00	126.00
1	only	Removal of Manholes	20.00	20.00
232	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	2,088.00
860	lin. ft.	Removal of Type "A" Car Track	1.00	860.00
582	lin. ft.	Removal of Type "B" Car Track	.75	436.50
120	cu. yds.	Structural Excavation, Unclassified	1.25	150.00
7,600	cu. yds.	General Excavation, Unclassified	.48	3,648.00
220	yd. sta.	Short Overhaul	.02	4.40
0.10	mile	Finishing Roadbed and Slopes	400.00	40.00
34	lin. ft.	6" Sewer Pipe	.50	17.00
500	lin. ft.	8" Sewer Pipe	.50	250.00
80	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	60.00
5	only	Adjustment of Manholes	20.00	100.00

4	only	Adjustment of Catch Inlets	$ 12.00	$ 48.00
4	only	Reconstructing Manholes	40.00	160.00
20	only	Concrete Inlets	20.00	400.00
100	cu. yds.	Concrete Curbs	20.00	2,000.00
80	sq. yds.	Concrete Driveways	1.80	144.00
1,460	sq. yds.	Concrete Walks	1.60	2,336.00
910	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	91.00
8.5	cu. yds.	Concrete Stairways	22.00	187.00
92	cu. yds.	Class "A" Concrete in Wall	22.00	2,024.00
7,200	lbs.	Metal Reinforcement in Wall	.055	396.00
290	lin. ft.	Metal Guard Rail	1.25	362.50
86	cu. yds.	Concrete Center Islands	14.00	1,204.00
2	cu. yds.	Concrete Traffic Separators	20.00	40.00
56	cu. yds.	Concrete Traffic Islands	18.00	1,008.00
50	only	3/4" x 6" Dowel Pins	.08	4.00
6	only	Concrete Signal Pedestals	20.00	120.00
All Required		Constructing Recesses for Traffic Control Markers (12%)		39.00
510	lin. ft.	3/4" Electrical Conduit	.36	183.60
190	lin. ft.	1" Electrical Conduit	.41	77.90
150	lin. ft.	1¼" Electrical Conduit	.44	66.00
930	lin. ft.	1½" Electrical Conduit	.48	446.40
1,100	tons	3" - 0" Gravel in Base	.70	770.00
1,600	tons	1½" - 0" Material in Base	1.75	2,800.00
200	tons	½" - 0" Material in Cushion Course	1.75	350.00
38	M-gals.	Sprinkling	2.00	76.00
4,900	sq. yds.	Portland Cement Concrete Pavement	1.75	8,575.00
630	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	126.00
510	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	56.10
300	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	45.00
3,550	lin. ft.	Contraction Joints	.03	106.50
630	only	Dowel Bars	.20	126.00
2,920	lbs.	Tie Bars and Reinforcement	.055	160.60
1,200	tons	Class "B" Asphaltic Concrete	4.68	5,616.00
400	tons	Class "C" Asphaltic Concrete	4.58	1,832.00
			Subtotal	$ 45,387.50
			10% Engr. & Cont.	4,538.75
			Total	$ 49,926.25

Length .098 mile

Cost per mile $ 509,441.32

STRUCTURES

Morrison Street Undercrossing (Contract No. 2514)

All Required		Shoring, Cribbing, Etc. (80%)		$ 4,000.00
2,690	cu. yds.	Structural Excavation	$ 3.00	8,070.00
95	cu. yds.	Structural Excavation Below Elevation Shown	5.00	475.00
6,000	lin. ft.	Furnish Treated Piling	.85	5,100.00
90	only	Drive Treated Piling	20.00	1,800.00
1,150	cu. yds.	Class "A" Concrete	25.00	28,750.00
131,700	lbs.	Metal Reinforcement	.07	9,219.00
1,050	lbs.	Copper and Bronze	1.00	1,050.00
All Required		Resetting Bollards and Anchors (40%)		320.00
All Required		Preparation of Harbor Wall (80%)		2,320.00
All Required		Rebuilding Steel Truss Spans		10,000.00
1.5	M-FBM	Cedar Lumber	100.00	150.00
5.0	M-FBM	Douglas Fir Lumber	100.00	500.00
All Required		Remove and Relay Street Car Rails		1,000.00
All Required		Electrical Work (90%)		2,880.00
7,000	sq. ft.	Tile Lining in Tunnel	.95	6,650.00
210	lin. ft.	Single Pipe Rail on Stairs	2.00	420.00
104	lin. ft.	Double Pipe Rail on Stairs	3.00	312.00
190	lin. ft.	Metal Handrail on Stairwells	8.00	1,520.00
550	lin. ft.	Metal Handrail on Bridge	7.00	3,850.00
330	lin. ft.	6" Concrete Sewer Pipe	1.50	495.00
55	lin. ft.	4" Cast Iron Soil Pipe	1.00	55.00
1,800	sq. yds.	Membrane Waterproofing	1.70	3,060.00
				$ 91,996.00

Structural Steel for Morrison Street Undercrossing (Contract No. 2507)

54,000	lbs.	Structural Steel	$ .06	$ 3,240.00
All Required		Revision of Truss Members		6,315.00
				$ 9,555.00

Hawthorne Bridge Undercrossing (Contract No. 2455)

All Required		Removal of Old Bridge and Maint. Traffic		$ 2,500.00
All Required		Shoring, Cribbing, Etc.		1,250.00
280	cu. yds.	Structural Excavation	$ 2.50	700.00
30	cu. yds.	Structural Excavation Below Elevation Shown	3.00	90.00
820	cu. yds.	Class "A" Concrete	21.50	17,630.00
116,000	lbs.	Metal Reinforcement and Miscellaneous Metal	.05	5,800.00
700	lbs.	Copper and Bronze	.50	350.00

460	lin. ft.	Metal Handrail	$ 5.00	$ 2,300.00
All Required		Remodel Existing Bridge		500.00
				$ 31,120.00
		Subtotal		$132,671.00
		10% Engr. & Cont.		13,267.10
		Total		$145,938.10

Length of Structures 0.00 mile

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway			
74' Roadway	$ 98,295.17	$ 51,330.00	$ 46,965.17
44' Roadway	50,500.45	26,372.00	24,128.45
68' Roadway	63,492.60	33,156.00	30,336.60
80' Roadway	49,926.25	26,072.00	23,854.25
Structures	145,938.10	76,210.00	69,728.10
	$408,152.57	$213,140.00	$195,012.57

1940 Federal Aid Funds	$ 89,532.68	Length	0.212 mile
1941 Federal Aid Funds	$123,607.32	Length	0.[illegible] mile

Oregon State Highway Department

Federal Aid Highway Project
No. SM-FAP 306-A (1)

FRONT AVENUE SECTION (WASHINGTON ST.-CLAY ST.)
OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

[illegible]

~~(Estimate to accompany plans and specifications for Morrison Street Under-crossing)~~

[illegible]

Salem, Oregon, ~~August 18, 1941~~

74' Roadway (Sta. 99+62 to 106+44) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (70%)		$ 25,746.00
1,150	cu. yds.	Sand Backfill in Basements	$ 1.20	1,380.00
All Required		Clearing and Grubbing		192.00
190	sq. yds.	Removal of Pavement	.40	76.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
700	lin. ft.	Removal of Curbs	.07	49.00
8	only	Removal of Inlets	9.00	72.00
106	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	954.00
90	lin. ft.	Removal of Type "A" Car Track	1.00	90.00
1,060	cu. yds.	Structural Excavation, Unclassified	1.25	1,325.00
13,600	cu. yds.	General Excavation, Unclassified	.48	6,528.00
0.13	mile	Finishing Roadbed and Slopes	400.00	52.00
2,200	lin. ft.	8" Perforated Concrete Drain Pipe	.50	1,100.00
54	lin. ft.	6" Sewer Pipe	.50	27.00
1,370	lin. ft.	8" Sewer Pipe	.50	685.00
260	lin. ft.	10" Sewer Pipe	.65	169.00
290	lin. ft.	12" Sewer Pipe	.95	275.50
210	lin. ft.	18" Sewer Pipe	2.00	420.00
240	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	180.00
250	cu. yds.	Rock or Gravel Backfill in Drains	1.90	475.00
3	only	Adjustment of Manholes	20.00	60.00
48	only	Concrete Inlets	20.00	960.00
6	only	Type "A" Manholes, 5' to 10' Deep	70.00	420.00
1	only	Drop Manhole	210.00	210.00
6	only	Sidewalk Inlets and Pipe Connections	15.00	90.00
50	lin. ft.	3/4" Copper Water Pipe	.60	30.00
40	lin. ft.	1¼" Copper Water Pipe	.90	36.00
200	lin. ft.	1½" Copper Water Pipe	1.50	300.00
70	lin. ft.	2" Copper Water Pipe	1.80	126.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00

1,750	sq. yds.	Concrete Walks	$ 1.60	$ 2,800.00
860	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	86.00
1.5	cu. yds.	Concrete Stairways	22.00	33.00
118	cu. yds.	Concrete Center Islands	14.00	1,652.00
7	cu. yds.	Concrete Traffic Separators	20.00	140.00
42	cu. yds.	Concrete Traffic Islands	18.00	756.00
70	only	3/4" x 6" Dowel Pins	.08	5.60
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (2¢)		91.00
940	lin. ft.	3/4" Electrical Conduit	.36	338.40
295	lin. ft.	1" Electrical Conduit	.41	120.95
300	lin. ft.	1¼" Electrical Conduit	.44	132.00
1,770	lin. ft.	1½" Electrical Conduit	.48	849.60
2,600	tons	3" - 0" Gravel in Base	.70	1,820.00
2,750	tons	1½" - 0" Material in Base	1.75	4,812.50
15	tons	1½" - 3/4" Material in Grouted Leveling Course	2.50	37.50
210	tons	¾" - 0" Material in Cushion Course	1.75	367.50
37	M-gals.	Sprinkling	2.00	74.00
5,400	sq. yds.	Portland Cement Concrete Pavement	1.75	9,450.00
910	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	180.00
720	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	79.20
1,090	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	163.50
2,400	lin. ft.	Contraction Joints	.03	72.00
910	only	Dowel Bars	.20	182.00
3,200	lbs.	Tie Bars and Reinforcement	.055	176.00
60	cu. yds.	Concrete in Foundation and Base Courses	11.00	660.00
70	sacks	Cement in Grouted Leveling Course	1.80	126.00
1,920	tons	Class "B" Asphaltic Concrete	4.68	8,985.60
480	tons	Class "C" Asphaltic Concrete	4.58	2,198.40
				$ 80,800.75

Morrison Street Bridge Undercrossing Contract
74' Roadway (Sta. 101+64.65 to 10?+44) (Estimated Prices) (Cost [illegible])

All Required		Shoring, Cribbing, Etc. (12%)			$ 240.00	60000
60	cu. yds.	Structural Excavation	$ 2.50	3.00	150.00	180 00
3	cu. yds.	Structural Excavation Below Elevation Shown	5.00	5.00	15.00	15.00
150	cu. yds.	Class "A" Concrete	23.00		3,450.00	
13,600	lbs.	Metal Reinforcement	.06		816.00	
30	lbs.	Copper and Bronze	1.00		30.00	
330	lin. ft.	Metal Handrail on Bridge	6.00	7.00	1,980.00	

All Required		Resetting Bollards and Anchors (30%)		$ 300.00	[illegible]
All Required		Preparation of Harbor Wall (10%)		150.00	[illegible]
All Required		Electrical Work (6%)		180.00	[illegible]
				$ 7,[illegible]	[illegible]
		Subtotal		$ 88,[illegible]	[illegible]
		10% Engr. & Cont.		8,[illegible]	[illegible]
		Total		$ 96,[illegible]	98,395.17
		Length	0.129 mile		
		Cost per mile	$ ~~751,336~~.00	7[illegible],778.06	

44' Roadway (Sta. 106+44 to 115+15) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (6%)		$ 2,206.50
130	cu. yds.	Sand Backfill in Basements	$ 1.20	156.00
All Required		Clearing and Grubbing		245.00
590	sq. yds.	Removal of Pavement	.40	236.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
1,200	lin. ft.	Removal of Curbs	.07	84.00
10	only	Removal of Inlets	9.00	90.00
All Required		Removal of Platform at Market Building		480.00
2	only	Re-anchoring Bollards	75.00	150.00
All Required		Refinishing of Market Building Walls		350.00
310	cu. yds.	Structural Excavation, Unclassified	1.25	387.50
3,600	cu. yds.	General Excavation, Unclassified	.48	1,728.00
14,000	yd. sta.	Short Overhaul	.02	280.00
0.16	mile	Finishing Roadbed and Slopes	400.00	64.00
800	lin. ft.	6" Perforated Concrete Drain Pipe	.50	400.00
14	lin. ft.	6" Sewer Pipe	.50	7.00
580	lin. ft.	8" Sewer Pipe	.50	290.00
370	lin. ft.	10" Sewer Pipe	.65	240.50
140	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	105.00
7	only	Adjustment of Manholes	20.00	140.00
22	only	Concrete Inlets	20.00	440.00
4	only	Type "A" Manholes, 5' to 10' Deep	70.00	280.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00
980	sq. yds.	Concrete Walks	1.60	1,568.00
1,600	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	160.00
162	cu. yds.	Concrete Center Islands	14.00	2,268.00
32	cu. yds.	Concrete Traffic Islands	18.00	576.00
10	only	Concrete Signal Pedestals	20.00	200.00

12	only	Concrete Guard Posts	$ 9.00	$ 108.00
All Required		Constructing Recesses for Traffic Control Markers (30%)		97.50
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
60	lin. ft.	1" Electrical Conduit	.44	26.40
1,700	lin. ft.	1½" Electrical Conduit	.48	816.00
1,000	tons	3" - 0" Gravel in Base	.70	700.00
1,700	tons	1½" - 0" Material in Base	1.75	2,975.00
190	tons	¾" - 0" Material in Cushion Course	1.75	332.50
38	M-gals.	Sprinkling	2.00	76.00
4,700	sq. yds.	Portland Cement Concrete Pavement	1.75	8,225.00
570	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	114.00
950	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	104.50
450	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	67.50
2,750	lin. ft.	Contraction Joints	.03	82.50
570	only	Dowel Bars	.20	114.00
2,120	lbs.	Tie Bars and Reinforcement	.055	116.60
1,620	tons	Class "B" Asphaltic Concrete	4.68	7,581.60
510	tons	Class "C" Asphaltic Concrete	4.58	2,335.80
				$ 39,882.50

Morrison Street Undercrossing Contract
(Sta. 106+44 to [illegible]) (~~Estimated Prices~~) Contract No. 2514)

All Required		Shoring, Cribbing, Etc. (8%)		$ 160.00
50	cu. yds.	Structural Excavation	$ 2.50	125.00
2	cu. yds.	Structural Excavation Below Elevation Shown	5.00	10.00
100	cu. yds.	Class "A" Concrete	23.00	2,300.00
10,700	lbs.	Metal Reinforcement	.06	642.00
20	lbs.	Copper and Bronze	1.00	20.00
220	lin. ft.	Metal Handrail on Bridge	6.00	1,320.00
All Required		Resetting Bollards and Anchors (30%)		300.00
All Required		Preparation of Harbor Wall (10%)		150.00
All Required		Electrical Work (4%)		120.00
				$ 5,147.00

Subtotal	$ 45,029.50
10% Engr. & Cont.	4,502.95
Total	$ 49,532.45

Length 0.165 mile
Cost per mile $ 300,196.66

68. Roadway (Sta. 115+15 to 121+65) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (14%)		$ 5,149.20
820	cu. yds.	Sand Backfill in Basements	$ 1.20	984.00
All Required		Clearing and Grubbing		167.00
460	sq. yds.	Removal of Pavements	.40	184.00
880	sq. yds.	Removal of Sidewalks	.30	264.00
1,400	lin. ft.	Removal of Curbs	.07	98.00
8	only	Removal of Inlets	9.00	72.00
1	only	Removal of Manholes	20.00	20.00
12	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	108.00
18	lin. ft.	Removal of Type "B" Car Track	.75	13.50
710	cu. yds.	Structural Excavation, Unclassified	1.25	887.50
7,200	cu. yds.	General Excavation, Unclassified	.48	3,456.00
6,380	yd. sta.	Short Overhaul	.02	127.60
30	C-yd.sta.	Long Overhaul	.50	15.00
0.11	mile	Finishing Roadbed and Slopes	400.00	44.00
38	lin. ft.	6" Sewer Pipe	.50	19.00
1,350	lin. ft.	8" Sewer Pipe	.50	675.00
170	lin. ft.	10" Sewer Pipe	.65	110.50
160	lin. ft.	12" Sewer Pipe	.95	152.00
190	lin. ft.	15" Sewer Pipe	1.60	304.00
240	lin. ft.	18" Sewer Pipe	2.00	480.00
200	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	150.00
3	only	Adjustment of Manholes	20.00	60.00
30	only	Concrete Inlets	20.00	600.00
1	only	Type "A" Manhole, 20' Deep	170.00	170.00
6	only	Type "B" Manholes	70.00	420.00
60	lin. ft.	1" Copper Water Pipe	.90	54.00
140	lin. ft.	1½" Copper Water Pipe	1.50	210.00
130	cu. yds.	Concrete Curbs	20.00	2,600.00
2,110	sq. yds.	Concrete Walks	1.60	3,376.00
830	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	83.00
70	lin. ft.	Metal Guard Rail	1.25	87.50
84	cu. yds.	Concrete Center Islands	14.00	1,176.00
19	cu. yds.	Concrete Traffic Separators	20.00	380.00
70	cu. yds.	Concrete Traffic Islands	18.00	1,260.00
110	only	3/4" x 6" Dowel Pins	.08	8.80
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (30%)		27.90
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
215	lin. ft.	1" Electrical Conduit	.41	88.15
650	lin. ft.	1¼" Electrical Conduit	.44	286.00
1,600	lin. ft.	1½" Electrical Conduit	.48	768.00

3,000	tons	3" - 0" Gravel in Base	$ .70	$ 2,100.00
3,950	tons	1½" - 0" Material in Base	1.75	6,912.50
200	tons	¾" - 0" Material in Cushion Course	1.75	350.00
37	M-gals.	Sprinkling	2.00	74.00
5,000	sq. yds.	Portland Cement Concrete Pavement	1.75	8,750.00
390	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	78.00
340	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	37.40
360	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	54.00
2,300	lin. ft.	Contraction Joints	.03	69.00
390	only	Dowel Bars	.20	78.00
2,560	lbs.	Tie Bars and Reinforcement	.055	140.80
2,260	tons	Class "B" Asphaltic Concrete	4.68	10,576.80
610	tons	Class "C" Asphaltic Concrete	4.58	2,793.80
			Subtotal	$ 57,720.55
			10% Engr. & Cont.	5,772.05
			Total	$ 63,492.60
		Length	0.112 mile	
		Cost per mile	$ 566,898.21	

80' Roadway (Sta. 121+05 to 126+25) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (10%)		$ 3,678.00
All Required		Clearing and Grubbing		146.00
2,360	sq. yds.	Removal of Pavement	$ .40	944.00
2,180	sq. yds.	Removal of Sidewalks	.30	654.00
2,700	lin. ft.	Removal of Curbs	.07	189.00
14	only	Removal of Inlets	9.00	126.00
1	only	Removal of Manholes	20.00	20.00
292	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	2,628.00
860	lin. ft.	Removal of Type "A" Car Track	1.00	860.00
582	lin. ft.	Removal of Type "C" Car Track	.75	436.50
120	cu. yds.	Structural Excavation Unclassified	1.25	150.00
7,600	cu. yds.	General Excavation, Unclassified	.48	3,648.00
220	yd. sta.	Short Overhaul	.02	4.40
0.10	mile	Finishing Roadbed and Slopes	400.00	40.00
34	lin. ft.	6" Sewer Pipe	.50	17.00
500	lin. ft.	8" Sewer Pipe	.50	250.00
80	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	60.00
5	only	Adjustment of Manholes	20.00	100.00

4	only	Adjustment of Catch Inlets	$ 12.00	$ 48.00
4	only	Reconstructing Manholes	40.00	160.00
20	only	Concrete Inlets	20.00	400.00
100	cu. yds.	Concrete Curbs	20.00	2,000.00
80	sq. yds.	Concrete Driveways	1.80	144.00
1,460	sq. yds.	Concrete Walks	1.60	2,336.00
910	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	91.00
8.5	cu. yds.	Concrete Stairways	22.00	187.00
92	cu. yds.	Class "A" Concrete in Wall	22.00	2,024.00
7,200	lbs.	Metal Reinforcement in Wall	.055	396.00
290	lin. ft.	Metal Guard Rail	1.25	362.50
86	cu. yds.	Concrete Center Islands	14.00	1,204.00
2	cu. yds.	Concrete Traffic Separators	20.00	40.00
56	cu. yds.	Concrete Traffic Islands	18.00	1,008.00
50	only	3/4" x 6" Dowel Pins	.08	4.00
6	only	Concrete Signal Pedestals	20.00	120.00
All Required		Constructing Recesses for Traffic Control Markers (126)		30.00
510	lin. ft.	3/4" Electrical Conduit	.36	183.60
190	lin. ft.	1" Electrical Conduit	.41	77.90
150	lin. ft.	1¼" Electrical Conduit	.44	66.00
930	lin. ft.	1½" Electrical Conduit	.48	446.40
1,100	tons	3" - 0" Gravel in Base	.70	770.00
1,600	tons	1½" - 0" Material in Base	1.75	2,800.00
200	tons	½" - 0" Material in Cushion Course	1.75	350.00
38	M-gals.	Sprinkling	2.00	76.00
4,900	sq. yds.	Portland Cement Concrete Pavement	1.75	8,575.00
630	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	126.00
510	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	56.10
300	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	45.00
3,550	lin. ft.	Contraction Joints	.03	106.50
630	only	Dowel Bars	.20	126.00
2,920	lbs.	Tie Bars and Reinforcement	.055	160.60
1,200	tons	Class "B" Asphaltic Concrete	4.68	5,616.00
400	tons	Class "C" Asphaltic Concrete	4.58	1,832.00
		Subtotal		$ 45,387.50
		10% Engr. & Cont.		4,538.75
		Total		$ 49,926.25
		Length	.098 mile	
		Cost per mile	$ 509,441.32	

STRUCTURES

Morrison Street Undercrossing (~~Estimated~~ Prices)

All Required		Shoring, Cribbing, Etc. (80%)			$ 1,600.00	[illegible]
2,690	cu. yds.	Structural Excavation	$ 2.50	3.00	6,725.00	8070.00
95	cu. yds.	Structural Excavation Below Elevation Shown	5.00	5.00	475.00	475.00
6,000	lin. ft.	Furnish Treated Piling	.90	.85	5,400.00	5100.00
90	only	Drive Treated Piling	30.00	20.00	2,700.00	1800.00
1,150	cu. yds.	Class "A" Concrete	23.00	25.00	26,450.00	28750.00
131,700	lbs.	Metal Reinforcement	.06	.07	7,902.00	9219.00
1,050	lbs.	Copper and Bronze	1.00	1.00	1,050.00	1050.00
All Required		Resetting Bollards and Anchors (40%)			400.00	[illegible]
All Required		Preparation of Harbor Wall (80%)			1,200.00	[illegible]
All Required		Rebuilding Steel Truss Spans			20,000.00	10,000.00
1.5	M-FBM	Cedar Lumber	100.00	100.00	150.00	150.00
5.0	M-FBM	Douglas Fir Lumber	100.00	100.00	500.00	[illegible]
All Required		Remove and Relay Street Car Rails			500.00	1000.00
All Required		Electrical Work (90%)			2,700.00	2880.00
7,000	sq. ft.	Tile Lining in Tunnel	1.20	.95	8,400.00	6650.00
210	lin. ft.	Single Pipe Rail on Stairs	3.00	3.00	630.00	[illegible]
104	lin. ft.	Double Pipe Rail on Stairs	4.00	3.00	416.00	[illegible]
190	lin. ft.	Metal Handrail on Stairwells	5.00	8.00	950.00	1520.00
550	lin. ft.	Metal Handrail on Bridge	6.00	7.00	3,300.00	3850.00
330	lin. ft.	6" Concrete Sewer Pipe	1.00	1.50	330.00	425.00
55	lin. ft.	4" Cast Iron Soil Pipe	1.00	1.00	55.00	55.00
1,800	sq. yds.	Membrane Waterproofing	1.50	1.75	2,700.00	3160.00
					$ 94,533.00	91796.00

Structural Steel for Morrison Street Undercrossing (Contract No. 2507)

54,000	lbs.	Structural Steel	$ .06	$ 3,240.00
All Required		Revision of Truss Members		6,315.00
				$ 9,555.00

Hawthorne Bridge Undercrossing (Contract No. 2455)

All Required		Removal of Old Bridge and Maint. Traffic		$ 2,500.00
All Required		Shoring, Cribbing, Etc.		1,250.00
280	cu. yds.	Structural Excavation	$ 2.50	700.00
30	cu. yds.	Structural Excavation Below Elevation Shown	3.00	90.00
820	cu. yds.	Class "A" Concrete	21.50	17,630.00
116,000	lbs.	Metal Reinforcement and Miscellaneous Metal	.05	5,800.00
700	lbs.	Copper and Bronze	.50	350.00

460 lin. ft.	Metal Handrail	$ 5.00	$ 2,300.00
All Required	Remodel Existing Bridge		500.00
			$ 31,120.00
	Subtotal		$135,208.00 132671.00
	10% Engr. & Cont.		13,520.80 13267.10
	Total		$148,728.80 145938.10
	Length of Structures	0.00 mile	

SUMMARY OF FUNDS REQUESTED

Item	Total Cost		Federal Aid Funds		State Funds	
Roadway						
74' Roadway	$ 96,922.57	98,795.17	$ 50,928.00	51830.00	$ 45,994.57	46965.17
44' Roadway	49,552.45	50,500.45	26,027.00	26372.00	23,525.45	24,128.45
68' Roadway	63,492.60		33,362.00	33156.00	30,130.60	30 336.60
80' Roadway	49,926.25		26,234.00	26072.00	23,692.25	23,854.25
Structures	148,728.80	145,938.10	76,589.00	76210.00	72,139.80	69,728.10
	$408,602.47	408152.57	$213,140.00		$195,462.47	195,012.57

1940 Federal Aid Funds	$ 89,532.68	Length	0.212 mile
1941 Federal Aid Funds	$123,607.32	Length	0.292 mile

STRUCTURES

Morrison Street Undercrossing (Estimated Prices)

All Required		Shoring, Cribbing, Etc. (80%)		$ 1,600.00
2,690	cu. yds.	Structural Excavation	$ 2.50	6,725.00
95	cu. yds.	Structural Excavation Below Elevation Shown	5.00	475.00
6,000	lin. ft.	Furnish Treated Piling	.90	5,400.00
90	only	Drive Treated Piling	30.00	2,700.00
1,150	cu. yds.	Class "A" Concrete	23.00	[illegible]
131,700	lbs.	Metal Reinforcement	.06	7,902.00
1,050	lbs.	Copper and Bronze	1.00	1,050.00
All Required		Resetting Bollards and Anchors (40%)		400.00
All Required		Preparation of Harbor Wall (80%)		1,200.00
All Required		Rebuilding Steel Truss Spans		20,000.00
1.5	M-FBM	Cedar Lumber	100.00	150.00
5.0	M-FBM	Douglas Fir Lumber	100.00	500.00
All Required		Remove and Relay Street Car Rails		[illegible]
All Required		Electrical Work (90%)		2,700.00
7,000	sq. ft.	Tile Lining in Tunnel	1.20	8,400.00
210	lin. ft.	Single Pipe Rail on Stairs	3.00	630.00
104	lin. ft.	Double Pipe Rail on Stairs	4.00	416.00
190	lin. ft.	Metal Handrail on Stairwells	5.00	950.00
550	lin. ft.	Metal Handrail on Bridge	6.00	3,300.00
330	lin. ft.	6" Concrete Sewer Pipe	1.00	330.00
95	lin. ft.	4" Cast Iron Soil Pipe	1.00	95.00
1800	sy	Membrane Waterproofing	1.50	2710.00
				[illegible] 94,533.00

Structural Steel for Morrison Street Undercrossing (Contract No. 2507)

54,000	lbs.	Structural Steel	$ .06	$ 3,240.00
All Required		Revision of Truss Members		6,315.00
				$ 9,555.00

Hawthorne Bridge Undercrossing (Contract No. 2495)

All Required		Removal of Old Bridge and Maint. Traffic		$ 2,500.00
All Required		Shoring, Cribbing, Etc.		1,250.00
280	cu. yds.	Structural Excavation	$ 2.50	700.00
30	cu. yds.	Structural Excavation Below Elevation Shown	3.00	90.00
820	cu. yds.	Class "A" Concrete	21.50	17,630.00
116,000	lbs.	Metal Reinforcement and Miscellaneous Metal	.05	5,800.00
700	lbs.	Copper and Bronze	.50	350.00

460 lin. ft.	Metal Handrail	$ 5.00	$ 2,300.00
All Required	Remodel Existing Bridge		500.00
			$ 31,120.00

Subtotal	~~$132,508.00~~	135 208.00
10% Engr. & Cont.	~~13,250.80~~	13 520.80
Total	~~$145,758.80~~	148 728.80

Length of Structures 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway			
74' Roadway	$ 96,922.37	$ 50,928.00	$ 45,994.37
44' Roadway	49,532.45	26,027.00	23,505.45
68' Roadway	63,492.60	33,362.00	30,130.45
80' Roadway	49,926.25	26,234.00	23,692.25
Structures	148,728.80 ~~145,758.80~~	76,589.00	~~69,169.80~~ 72,139.80
	~~$405,632.47~~ 408 602.47	$213,140.00	~~$192,492.32~~ 195 462.80

1940 Federal Aid Funds	$ 89,532.68	Length	0.212 mile
1941 Federal Aid Funds	$123,607.32	Length	0.292 mile

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NOV -1 1941
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306-a-1

R

October 29, 1941

Edlefsen-Weygandt Company,
9233 North Calvert Avenue,
Portland, Oregon.

Re: Contract No. 2476

Gentlemen:

Please treat this letter as your authority to excavate approximately five feet below grade at Station 106+50, which area slopes to no excavation at Station 108+00. The work must be performed in such a manner as to keep the platform adequately supported at all times. After finishing grade at excavation cover with gravel ballast as shown on plans.

Please carry on your work with as little interruption or inconvenience as possible to the tenants in the Market Building.

Yours very truly,

R. H. Baldock
Chief Engineer

RHB:FW
JMD

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

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NOV 17 1941
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306-A-1

October 24, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the first progress voucher recently submitted for work done on Oregon Federal Aid Project SN-FAP 306-A (1), Washington St.-Clay St. Section of the Front Avenue Project in Portland, up to September 15, 1941.

The project agreement involves construction under four separate contracts as follows:

No. 2455	Lindstrom Bros.	Hawthorne Bridge Undercrossing
No. 2476	Edlefsen-Weygandt Co.	Roadway
No. 2507	Pool & McGonigle	Steel, Morrison St. Undercrossing
No. ?	Birkemeier & Saremal	Construction " " "

To date we have received copies of only the Lindstrom contract, No. 2455.

The agreement estimate is based on contract prices for the first two contracts and estimated prices for the remaining work. The substitute estimate dated August 18, 1941, is revised and based on bid prices for the first three contracts, but estimated prices for the fourth.

Will you please send us seven copies of a new substitute estimate revised to show all items at contract prices, and the customary copies of the three other contracts. If you should desire to increase the amount of Federal Aid over and above the project agreement amount up to the allowable percentage of the total contract cost, plus 10%, the estimate should be a revised project agreement estimate, accompanied by a request for the increased Federal Aid. That is, if the agreement is to be modified, this is the time to do it. If this is desired, we will return the voucher to you for revision on the basis of the proposed modification.

Until receipt of the requested information it will be necessary to hold the voucher without action.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

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P. R

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 2, 1931

306-A-1

#2476

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of August 11, submitting Price Agreement No. 1 for construction of underground work for street lighting system on SN-FAP 306-A (1), Front St. project, and to Mr. Paxson's letter of August 12, submitting Price Agreement No. 2 on SN-FAP 306-A (1), Hawthorne Bridge approach, covering excavation for transformer room.

This question was taken up with our Washington Office, and we are today in receipt of advice that Federal funds should not participate in this work. We are therefore returning copies of the price agreements.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

Copy to Paxson
Sept. 5

2

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SEP 4 1941
FOR FILING

306-A-1

#2176

R

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1941

Subject: Lighting Conduits for Front Avenue Project (Washington Street-Clay Street Section)

To:

Mr. E. A. Collier
Division Engineer
State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

I have your letter of August 30 advising that 1½" No-crete duct is not available and that it will be necessary to substitute the 2" duct. We cannot hold this work up, and it will be necessary to make the substitution at the increased price. In accordance with Mr. Weygandt's letter of July 30, I understand that this is to be a lump sum of $487.50. Will you please make up a supplemental price agreement modifying the price agreement already issued. The matter has been discussed with Mr. McCullough, and Mr. Weygandt can be advised to place his order now.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
cc S. H. Probert
C. B. McCullough ✓

NOTED
Asst. State Highway Engineer

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AUG 25 1941
FOR FILING

306-A-1

R

August 23, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

As requested in your letter of August 12, we are sending, under separate cover, five blueprint copies of supplemental sheet 3-A of the plans for the Washington Street-Clay Street Unit of the Front Avenue Project, SN-FAP 306-A (1).

The suggestion that the north ends of the traffic separators at Washington, Main and Jefferson Streets be cut back to provide easier access to Harbor Drive from the streets mentioned, meets with our approval and will be followed.

All traffic separators are being constructed with 45° sloping edges. The vertical curbs (1" batter) are being used only on the center line island and other islands which are to serve as pedestrian refuges.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to Mr. John Beakey
Mr. R. A. Collier
Mr. F. T. Young

R

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 25 1941
STATE HIGHWAY

August 22, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of August 12th in reply to Mr. Probert's letter of July 25th relative to supplemental sheets 3-A of the plans for SN-FAP 306-A (1), the Washington Street-Clay Street Section of the Front Street Project.

A review of sheet 3-A shows the reduction in width and lateral shifting of the center-dividing strip at the Washington, Main and Jefferson Street intersections, which should facilitate the left-turning movements at these points. However, the concrete traffic separator at Jefferson Street extends 20 feet north of the south end of the center-dividing strip, and at Main Street the traffic separator is terminated directly opposite the south end of the dividing strip.

As suggested, it is believed these traffic separators could well be cut back to a point about 20 feet south of the south end of the median strip, which will make for greater ease in accomplishing a left turn into Harbor Drive.

Your views on this and other points discussed in our August 12th letter would be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

See our letter of August 23rd in reply to PRA letter of Aug. 12th

R

3 copies

13 1941

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 12, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of July 25 relative to changes made in Oregon SN-FAP 306-A (1), the Washington Street-Clay Street portion of the Front Street Project. In that letter you advised that five prints of supplemental sheet No. 3-A were being submitted under separate cover. However, to date, these prints have not been received, and request that as they are apparently lost in the mails that additional prints be submitted.

In a review of the plans, our Washington office suggests that the length of the traffic separator be decreased by cutting off a few feet from its northerly end and substituting therefor a flush strip of some material which contrasts in color and texture with the adjacent through traffic lanes. These traffic separators can be shortened to permit approximately 20 feet between the end of the median strip and the northerly end of the separator and still not encourage north-bound traffic outside the separator to use this space for left turns from Harbor Drive.

Also, as regards the 45° slope, it is satisfactory to use the curb face of 7" with 1" batter where the islands serve partly as a refuge for pedestrians; however, it is preferred that the "concrete traffic separator" islands be constructed so as to be easily mountable because of the unusual location of the separators and the confined roadway widths at the points tending to force numerous vehicles to contact the curb.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Copy sent to Beakey
on Aug. 18th for
his recommendation

R

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AUG 2[illegible] 1941

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 19, 1941

306-A-1

Subject: Paving under Hawthorne Bridge

#2476

To: Mr. R. H. Baldock
Chief Engineer
State Highway Department
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

In compliance with request from yourself and Mr. McCullough, I have discussed with contractor Weygandt the possibility of paving under the Hawthorne Bridge this fall so that Front Avenue traffic could be detoured under this bridge when Morrison Bridge is closed. The contractor has not planned to construct the concrete pavement on Harbor Drive under this bridge until early next spring. He hopes to have the grading finished and the gravel top placed this fall. If we should have an open fall, it might be possible for him to place the concrete pavement in October, for a section each way from Hawthorne Bridge.

However, it ~~is now~~ necessary to extend the center pier footing and the west abutment footing and to jack up the bridge. This will interfere with grading and paving operations under the bridge. Frank Young and I have in mind the usefulness of Harbor Drive under Hawthorne Bridge, and if it appears possible, after the bridge is jacked up and excavations backfilled, to pave there, we will ask the contractor to do so.

Very truly yours,

E. A. Collier
Division Engineer

EAC:IH
CC: C. B. McCullough
F. T. Young

RECEIVED
NOV 17 1942
FOR FILING

August 18, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way statement and three copies of form PR 46 to accompany plans and specifications for the Morrison Street Undercrossing, Project No. SN-FAP 306-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

PR 46

Bridge (Morrison Street Undercrossing) (Revised)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Oct. 1, 1941
State Oregon
Completion Date (Est.) March 1, 1941
Project No. SS-FAP 306-A (1)
Estimated Total Cost Br. $ 114,720.10
Length: Miles 0.0

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	2,250	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	2,100	7	Reinforcing steel	Lb.	156,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	54,000
4	Lumber	M.	154	10	Explosives	Lb.	
5	Timber piling	Lft.	6,000				

MORRISON STREET UNDERCROSSING

PROJECT NO. SW-FAP 306-A (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

August 18, 1941

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8/14/41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1941

306-9-1

Subject:

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

At one of the last two meetings of the State Highway Commission I was instructed to check for the Commission's records whether or not Edlefsen-Weygandt had refunded to the City the rentals which had been collected on parking lots on the Front Street project.

We now are in receipt of a letter from Mr. Lester W. Humphreys, Deputy City Attorney, reading as follows:

> "I wish to advise you that Mr. Weygant has now paid to the City Treasurer the full amount which he agreed to turn over to the City and State on the rentals which he had collected for parking lots on Front Avenue, to wit, $190.00 and $294.50, making a total of $484.50."

For your information the amounts which have been refunded are the amounts which were agreed upon in the office of Mr. Latourette and is stated in my report to the Commission.

Yours very truly,

J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:GM

cc Mr. Baldock

R

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
COTTAGE GROVE
HERMAN OLIVER, MEMBER
JOHN DAY

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OCT 31 1941
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7/16/41

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

July 21, 1941

IN REPLY PLEASE
REFER TO FILE NO.

Mr. L. E. Latourette
City Attorney
City Hall
Portland, Oregon

Dear Sir:

On June sixteenth, you may recall, I was in your office with Mr. Weygandt and the agreement was that Mr. Weygandt was to pay over to the City the sums of $190.00 and $294.50 for rentals which he had collected on parking lots on the Front Street project. As I remember it, Mr. Weygandt was willing to make the payment at that time but you did not wish to accept it until the City Council had taken some action in the matter.

In order that our file may be complete, we would appreciate having you advise us as to the amounts of the payments which Mr. Weygandt has made and the dates.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. H. B. Glaisyer

R. E.

(1i)

FORM E-30 REVISED 25M 1-41

REFERRED TO
RHB
By Asst. State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1941

Subject: Collection of rentals on
Front Street project

To: Mr. R. H. Baldock
Chief Engineer
Office

REFERRED TO
Mr. Glaisyer
By Chief Engineer
agenda

L

Dear Sir:

In accordance with your request made last Saturday, I saw Mr. Weygandt in Portland on Monday, June sixteenth, and the question of collection of rentals on the Front Street project thereafter was discussed between Mr. Latourette, Mr. Humphreys, Mr. Regan, Mr. Weygandt, and myself in Mr. Latourette's office.

The facts as I have them are as follows:

1. There are three buildings on the properties under Mr. Weygandt's contract which are at present occupied. One of these is in Block 113 on property acquired from W. F. Schuller, et al., under our file 8262; one is in Block 78 on property acquired from Walter E. Gelinsky under our file 7975; and one is in Block 77 on property acquired from the Maccabees under our file 7972. This latter building is now occupied by Oregon Sheet Metal Works and Mr. Weygandt has collected rentals of $100.00 for the month of June. No rentals have been collected on any of the other buildings occupied.

2. A portion of Block 73, covered by our files 7966, 7967, 7968, and 7969, is a parking lot occupied by George L. Boone. Mr. Weygandt has collected rentals of $260.00 on this property for the month of June, based on twenty-six parking days at $10.00 per day.

3. Blocks 77 and 78, covered by our files 7972, 7973, 7974, 7975, 7976, 7977, 7978, and 7979, are a parking lot occupied by Mr. R. J. Bellin. Mr. Weygandt has collected rentals for June in the amount of $403.00, based upon twenty-six business days at $15.50 per day.

4. On account of the occupancy of the buildings Mr. Weygandt has been at some additional expense in handling his wrecking proceedings, although he could not definitely state just what this extra expense has amounted to, nor do I think that the amount could be ascertained. However, it should not be doubted that there has been some additional expense and additional inconvenience in the prosecution of his work on account of the non-vacation of the buildings.

R. E.

5. The City sent out notices to the occupants of the parking lots advising them that if they vacated by June fifteenth no rental for the first half of June would be demanded but that if they remained after that time they would be required to pay the proportional monthly rental. In all events, a demand was made to vacate by June twentieth. None of the parking lot tenants had vacated by June fifteenth and they were in operation on June sixteenth.

6. Last week Mr. Weygandt sent notices to the tenants on the parking lots to vacate within five days, which would mean that Thursday, June nineteenth, would be the last date on which they would have a right to occupy the premises.

7. Notices were sent out to the tenants of the buildings by the City to vacate by June twentieth. No demands for rental apparently were made by the City.

In our consultation in Mr. Latourette's office the following basis of settlement was agreed upon:

1. The parking lot operators would be allowed to remain in possession to and including Saturday, June twenty-first, and on the following day the City and Mr. Weygandt would take appropriate steps to barricade the premises so as to prevent parking use after that date.

2. On the property occupied by George L. Boone Mr. Weygandt will make a refund to the tenant of $70.00, consisting of seven business days at $10.00 per day. The balance of the $260.00 collected, amounting to $190.00, will be paid to the City of Portland to be credited to the Front Street fund.

3. On the property occupied by R. J. Bellin Mr. Weygandt will make a refund to the tenant of $108.50, consisting of seven business days at $15.50 per day. The balance of the $403.00 collected, amounting to $294.50, will be paid to the City of Portland to be credited to the Front Street fund.

4. Owing to the extra expense and inconvenience which Mr. Weygandt has suffered by reason of the occupancy of the buildings, no demand was made or will be made for any part of the $100.00 rental collected from Oregon Sheet Metal Works.

5. Appropriate steps will be taken by Mr. Weygandt and by the City to see that the buildings now occupied will be vacated by not later than July 1, 1941. This vacation is essential, regardless of Mr. Weygandt's needs, on account of the rodent extermination work which must be done before the buildings can be wrecked.

I stated to the City officials and to Mr. Weygandt that settlement of the controversy upon the basis outlined above definitely would be recommended by this office to the State Highway Commission and I gave assurance, in so far as I could do so, that it would be accepted by the Commission. Mr. Latourette desired to place the matter before the City Council on Thursday, June nineteenth, for the passage of an ordinance before finally accepting the total payment of $484.50 to be made by Mr. Weygandt to the Front Street fund.

I have explained the above basis of settlement to Mr. Devers and it has met with his approval.

In conclusion, I think it only fair to state that it is my belief and, so far as I can speak, the belief of the City Attorney's office that Mr. Weygandt has acted in entire good faith in collecting these rentals as he advised that in preparing his bid he thought that he would be entitled to the complete possession of the real property during the period of construction and took the anticipated rentals into consideration in preparing his bid.

Yours very truly,

J.W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Edlefsen-Weygandt Company
Box 5626
Portland, Oregon
Attention Mr. Weygandt
cc Mr. L. E. Latourette
City Attorney
Portland, Oregon
cc Mr. H. G. Smith
cc Mr. E. A. Collier

RECEIVED
NOV 17 1942
FOR FILING

306-A-1

July 28, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the purchase of structural steel for the Morrison Street Undercrossing, Project No. SN-FAP 306-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EE

Encl.

Oregon State Highway Department

Federal Aid Highway Project
No. SM-FAP 306-A (1)

FRONT AVENUE SECTION (WASHINGTON ST.-CLAY ST.)
OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

Morrison Street Undercrossing

(Estimate to accompany plans and specifications for purchase ~~of structural steel for Morrison Street Bridge~~)

Aug

Salem, Oregon, ~~July 28~~, 1941

74' Roadway (Sta. 99+62 to 106+44) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (70%)		$ 25,746.00
1,150	cu. yds.	Sand Backfill in Basements	$ 1.20	1,380.00
All Required		Clearing and Grubbing		192.00
190	sq. yds.	Removal of Pavement	.40	76.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
700	lin. ft.	Removal of Curbs	.07	49.00
8	only	Removal of Inlets	9.00	72.00
106	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	954.00
90	lin. ft.	Removal of Type "A" Car Track	1.00	90.00
1,060	cu. yds.	Structural Excavation, Unclassified	1.25	1,325.00
13,600	cu. yds.	General Excavation, Unclassified	.48	6,528.00
0.13	mile	Finishing Roadbed and Slopes	400.00	52.00
2,200	lin. ft.	8" Perforated Concrete Drain Pipe	.50	1,100.00
54	lin. ft.	6" Sewer Pipe	.50	27.00
1,370	lin. ft.	8" Sewer Pipe	.50	685.00
260	lin. ft.	10" Sewer Pipe	.65	169.00
270	lin. ft.	12" Sewer Pipe	.95	256.50
210	lin. ft.	18" Sewer Pipe	2.00	420.00
240	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	180.00
250	cu. yds.	Rock or Gravel Backfill in Drains	1.90	475.00
3	only	Adjustment of Manholes	20.00	60.00
20	only	Concrete Inlets	28.00	560.00
6	only	Type "A" Manholes, 5' to 10' Deep	70.00	420.00
1	only	Deep Manhole	210.00	210.00
6	only	Sidewalk Inlets and Pipe Connections	15.00	90.00
50	lin. ft.	3/4" Copper Water Pipe	.60	30.00
40	lin. ft.	1" Copper Water Pipe	.90	36.00
200	lin. ft.	1½" Copper Water Pipe	1.50	300.00
70	lin. ft.	2" Copper Water Pipe	1.80	126.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00

1,750	sq. yds.	Concrete Walks	$ 1.60		$ 2,800.00	
860	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10		86.00	
1.5	cu. yds.	Concrete Stairways	22.00		33.00	
118	cu. yds.	Concrete Center Islands	14.00		1,652.00	
7	cu. yds.	Concrete Traffic Separators	20.00		140.00	
42	cu. yds.	Concrete Traffic Islands	18.00		756.00	
70	only	3/4" x 6" Dowel Pins	.08		5.60	
10	only	Concrete Signal Pedestals	20.00		200.00	
All Required		Constructing Recesses for Traffic Control Markers (2%)			91.00	
940	lin. ft.	3/4" Electrical Conduit	.36		338.40	
295	lin. ft.	1" Electrical Conduit	.41		120.95	
300	lin. ft.	1¼" Electrical Conduit	.44		132.00	
1,770	lin. ft.	1½" Electrical Conduit	.48		849.60	
2,600	tons	3" - 0" Gravel in Base	.70		1,820.00	
2,750	tons	1½" - 0" Material in Base	1.75		4,812.50	
15	tons	1¼" - 3/4" Material in Grouted Leveling Course	2.50		37.50	
210	tons	½" - 0" Material in Cushion Course	1.75		367.50	
37	M-gals.	Sprinkling	2.00		74.00	
5,400	sq. yds.	Portland Cement Concrete Pavement	1.75		9,450.00	
910	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20		182.00	
720	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11		79.20	
1,090	lin. ft.	½" x 7" Expansion Joints in Pavement	.15		163.50	
2,400	lin. ft.	Contraction Joints	.03		72.00	
910	only	Dowel Bars	.20		182.00	
3,200	lbs.	Tie Bars and Reinforcement	.055		176.00	
60	cu. yds.	Concrete in Foundation and Base Courses	11.00		660.00	
70	sacks	Cement in Grouted Leveling Course	1.80		126.00	
1,920	tons	Class "B" Asphaltic Concrete	4.68		8,985.60	
480	tons	Class "C" Asphaltic Concrete	4.58		2,198.40	
					$ 80,800.25	

Morrison Street Bridge Undercrossing Contract
74' Roadway (Sta. 101+64.65 to 106+44) (Estimated Prices)

All Required		Shoring, Cribbing, Etc. ~~(12%)~~ (12%)			$ 96.00	246.00
60	cu. yds.	Structural Excavation	$ 2.00	2.50	120.00	150.00
3	cu. yds.	Structural Excavation Below Elevation Shown	5.00	[illegible]	15.00	15.00
150	cu. yds.	Class "A" Concrete	21.00	[illegible]	3,150.00	3450.00
13,600	lbs.	Metal Reinforcement	.055	.06	748.00	816.00
30	lbs.	Copper and Bronze	.70	1.00	21.00	30.00
330	lin. ft.	Metal Handrail on Bridge	x 5.50	[illegible]	1,815.00	1980.00

All Required		Resetting Bollards and Anchors (30%)		$ 150.00	300.00
All Required		Preparation of Harbor Wall (10%)		100.00	150.00
					180.00
"	"	[illegible]		$ ~~6,[illegible].00~~	7311.00
		Subtotal		$ 87,015.25	[illegible]
		10% Engr. & Cont.		8,701.52	[illegible]
		Total		$ 95,716.77	76 922.37
		Length	0.129 mile		
		Cost per mile	$741,990.46		[illegible]

44' Roadway (Sta. 106+44 to 115+15) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (6%)		$ 2,286.80
130	cu. yds.	Sand Backfill in Basements	$ 1.20	156.00
All Required		Clearing and Grubbing		245.00
590	sq. yds.	Removal of Pavement	.40	236.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
1,200	lin. ft.	Removal of Curbs	.07	84.00
10	only	Removal of Inlets	9.00	90.00
All Required		Removal of Platform at Market Building		480.00
2	only	Re-anchoring Bollards	75.00	150.00
All Required		Refinishing of Market Building Walls		350.00
310	cu. yds.	Structural Excavation, Unclassified	1.25	387.50
3,600	cu. yds.	General Excavation, Unclassified	.48	1,728.00
14,000	yd. sta.	Short Overhaul	.02	280.00
0.16	mile	Finishing Roadbed and Slopes	400.00	64.00
800	lin. ft.	8" Perforated Concrete Drain Pipe	.50	400.00
14	lin. ft.	6" Sewer Pipe	.50	7.00
580	lin. ft.	8" Sewer Pipe	.50	290.00
370	lin. ft.	10" Sewer Pipe	.65	240.50
140	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	105.00
7	only	Adjustment of Manholes	20.00	140.00
22	only	Concrete Inlets	20.00	440.00
4	only	Type "A" Manholes, 5' to 10' Deep	70.00	280.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00
980	sq. yds.	Concrete Walks	1.60	1,568.00
1,600	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	160.00
162	cu. yds.	Concrete Center Islands	14.00	2,268.00
32	cu. yds.	Concrete Traffic Islands	18.00	576.00
10	only	Concrete Signal Pedestals	20.00	200.00

12 only		Concrete Guard Posts	$ 9.00	$ 108.00	
All Required		Constructing Recesses for Traffic Control Markers (30%)		97.50	
775	lin. ft.	3/4" Electrical Conduit	.36	279.00	
60	lin. ft.	1½" Electrical Conduit	1.44	86.40	
1,700	lin. ft.	1½" Electrical Conduit	.48	816.00	
1,000	tons	3" - 0" Gravel in Base	.70	700.00	
1,700	tons	1½" - 0" Material in Base	1.75	2,975.00	
190	tons	6" - 0" Material in Cushion Course	1.75	332.50	
38	M-gals.	Sprinkling	2.00	76.00	
4,700	sq. yds.	Portland Cement Concrete Pavement	1.75	8,225.00	
570	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	114.00	
950	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	104.50	
450	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	67.50	
2,750	lin. ft.	Contraction Joints	.03	82.50	
570	only	Dowel Bars	.20	114.00	
2,120	lbs.	Tie Bars and Reinforcement	.055	116.60	
1,620	tons	Class "B" Asphaltic Concrete	4.68	7,581.60	
510	tons	Class "C" Asphaltic Concrete	4.58	2,335.80	
				$ 39,882.50	

Morrison Street Undercrossing Contract
(Sta. 106+44 to 108+58.78) (Estimated Prices)

All Required		Shoring, Cribbing, Etc. ~~(08%)~~ 08%)		$ 64.00	160.00
50	cu. yds.	Structural Excavation	$ 4.00	200.00	125.00
2	cu. yds.	Structural Excavation Below Elevation Shown	5.00	10.00	10.00
100	cu. yds.	Class "A" Concrete	21.00 23.00	2,100.00	2300.00
10,700	lbs.	Metal Reinforcement	.055 .06	588.50	642.00
20	lbs.	Copper and Bronze	1.20 1.00	24.00	20.00
220	lin. ft.	Metal Handrail on Bridge	5.50 6.00	1,210.00	1320.00
All Required		Resetting Bollards and Anchors (30%)		150.00	300.00
All Required		Preparation of Harbor Wall (10%)		100.00	150.00
		[illegible] (10%)			120.00
				$ 4,336.50	5147.00
		Subtotal		$ 44,219.00	45029.50
		10% Engr. & Cont.		4,421.90	4502.95
		Total		$ 48,640.90	49532.45

Length	0.165 mile
Cost per mile	$ 294,793.33

12 only	Concrete Guard Posts	$ 9.00	$ 108.00		
All Required	Constructing Recesses for Traffic Control Markers (30%)		97.50		
775 lin. ft.	3/4" Electrical Conduit	.36	279.00		
60 lin. ft.	1" Electrical Conduit	.44	26.40		
1,700 lin. ft.	1½" Electrical Conduit	.48	816.00		
1,000 tons	3" - 6" Gravel in Base	.70	700.00		
1,700 tons	1½" - 0" Material in Base	1.75	2,975.00		
190 tons	¾" - 0" Material in Cushion Course	1.75	332.50		
38 M-gals.	Sprinkling	2.00	76.00		
4,700 sq. yds.	Portland Cement Concrete Pavement	1.75	8,225.00		
570 lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	114.00		
950 lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	104.50		
450 lin. ft.	½" x 7" Expansion Joints in Pavement	.15	67.50		
2,750 lin. ft.	Contraction Joints	.03	82.50		
570 only	Dowel Bars	.20	114.00		
2,120 lbs.	Tie Bars and Reinforcement	.055	116.60		
1,620 tons	Class "B" Asphaltic Concrete	4.68	7,581.60		
510 tons	Class "C" Asphaltic Concrete	4.58	2,335.80		
			$ 39,882.50		

Morrison Street Undercrossing Contract
(Sta. 105+44 to 105+88.78) (Estimated Prices)

All Required	Shoring, Cribbing, Etc. ~~(084)~~ 087%			$ ~~64.00~~	160.00
50 cu. yds.	Structural Excavation	$ ~~2.00~~	2.50	~~100.00~~	125.00
2 cu. yds.	Structural Excavation Below Elevation Shown	~~5.00~~	5.00	~~10.00~~	10.00
100 cu. yds.	Class "A" Concrete	~~21.00~~	23.00	~~2,100.00~~	2300.00
10,700 lbs.	Metal Reinforcement	~~.055~~	.06	~~588.50~~	642.00
20 lbs.	Copper and Bronze	~~.70~~	1.00	~~14.00~~	20.00
220 lin. ft.	Metal Handrail on Bridge	~~5.50~~	6.00	~~1,210.00~~	1320.00
All Required	Resetting Bollards and Anchors (30%)			~~150.00~~	300.00
All Required	Preparation of Harbor Wall (10%)			~~100.00~~	150.00
	Concrete Surface Sealer (10%)				120.00
				$ ~~4,336.50~~	[illegible]
	Subtotal			$ 44,219.00	45,0[illegible]
	10% Engr. & Cont.			4,421.90	[illegible]
	Total			$ 48,640.90	49,532.45
	Length	0.165 mile			
	Cost per mile	$ 294,793.33		[illegible]	

68. Roadway (Sta. 115+15 to 121+05) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (14%)		$ 5,149.20
820	cu. yds.	Sand Backfill in Basements	$ 1.20	984.00
All Required		Clearing and Grubbing		167.00
460	sq. yds.	Removal of Pavements	.40	184.00
880	sq. yds.	Removal of Sidewalks	.30	264.00
1,400	lin. ft.	Removal of Curbs	.07	98.00
8	only	Removal of Inlets	9.00	72.00
1	only	Removal of Manholes	20.00	20.00
12	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	108.00
18	lin. ft.	Removal of Type "B" Car Track	.75	13.50
710	cu. yds.	Structural Excavation, Unclassified	1.25	887.50
7,200	cu. yds.	General Excavation, Unclassified	.48	3,456.00
6,380	yd. sta.	Short Overhaul	.02	127.60
30	C-yd.sta.	Long Overhaul	.50	15.00
0.11	mile	Finishing Roadbed and Slopes	400.00	44.00
38	lin. ft.	6" Sewer Pipe	.50	19.00
1,350	lin. ft.	8" Sewer Pipe	.50	675.00
170	lin. ft.	10" Sewer Pipe	.65	110.50
160	lin. ft.	12" Sewer Pipe	.95	152.00
190	lin. ft.	15" Sewer Pipe	1.60	304.00
240	lin. ft.	18" Sewer Pipe	2.00	480.00
200	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	150.00
3	only	Adjustment of Manholes	20.00	60.00
30	only	Concrete Inlets	20.00	600.00
1	only	Type "A" Manhole, 20' Deep	170.00	170.00
6	only	Type "B" Manholes	70.00	420.00
60	lin. ft.	1¼" Copper Water Pipe	.90	54.00
140	lin. ft.	1½" Copper Water Pipe	1.50	210.00
130	cu. yds.	Concrete Curbs	20.00	2,600.00
2,110	sq. yds.	Concrete Walks	1.60	3,376.00
830	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	83.00
70	lin. ft.	Metal Guard Rail	1.25	87.50
84	cu. yds.	Concrete Center Islands	14.00	1,176.00
19	cu. yds.	Concrete Traffic Separators	20.00	380.00
70	cu. yds.	Concrete Traffic Islands	18.00	1,260.00
110	only	3/4" x 6" Dowel Pins	.08	8.80
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Central Markers (30%)		97.50
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
215	lin. ft.	1" Electrical Conduit	.41	88.15
650	lin. ft.	1½" Electrical Conduit	.44	286.00

1,600	lin. ft.	1½" Electrical Conduit	$ .48	$ 768.00
3,000	tons	3" - 0" Gravel in Base	.70	2,100.00
3,950	tons	1½" - 0" Material in Base	1.75	6,912.50
200	tons	½" - 0" Material in Cushion Course	1.75	350.00
37	M-gals.	Sprinkling	2.00	74.00
5,000	sq. yds.	Portland Cement Concrete Pavement	1.75	8,750.00
390	lin. ft.	3/4" x 9" Expansion Joints in Pavement	.20	78.00
540	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	59.40
360	lin. ft.	½" x 9" Expansion Joints in Pavement	.15	54.00
2,300	lin. ft.	Contraction Joints	.03	69.00
390	only	Dowel Bars	.20	78.00
2,560	lbs.	Tie Bars and Reinforcement	.055	140.80
2,260	tons	Class "B" Asphaltic Concrete	4.68	10,576.80
610	tons	Class "C" Asphaltic Concrete	4.58	2,793.80
			Subtotal	$ 57,720.55
			10% Engr. & Cont.	5,772.05
			Total	$ 63,492.60

Length 0.112 mile

Cost per mile $ 566,898.21

80' Roadway (Sta. 121+05 to 126+25) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (10%)		$ 3,678.00
All Required		Clearing and Grubbing		146.00
2,360	sq. yds.	Removal of Pavement	$ .40	944.00
2,180	sq. yds.	Removal of Sidewalks	.30	654.00
2,700	lin. ft.	Removal of Curbs	.07	189.00
14	only	Removal of Inlets	9.00	126.00
2	only	Removal of Manholes	20.00	40.00
232	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	2,088.00
1,060	lin. ft.	Removal of Type "A" Car Track	1.00	1,060.00
582	lin. ft.	Removal of Type "B" Car Track	.75	436.50
120	cu. yds.	Structural Excavation, Unclassified	1.25	150.00
7,600	cu. yds.	General Excavation, Unclassified	.48	3,648.00
220	yd. sta.	Short Overhaul	.02	4.40
0.10	mile	Finishing Roadbed and Slopes	400.00	40.00
34	lin. ft.	6" Sewer Pipe	.50	17.00
500	lin. ft.	8" Sewer Pipe	.50	250.00
80	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	60.00
5	only	Adjustment of Manholes	20.00	100.00

4	only	Adjustment of Catch Inlets	$ 12.00	$ 48.00
4	only	Reconstructing Manholes	40.00	160.00
20	only	Concrete Inlets	20.00	400.00
100	cu. yds.	Concrete Curbs	20.00	2,000.00
80	sq. yds.	Concrete Driveways	1.80	144.00
1,460	sq. yds.	Concrete Walks	1.60	2,336.00
910	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	91.00
8.5	cu. yds.	Concrete Stairways	22.00	187.00
92	cu. yds.	Class "A" Concrete in Wall	22.00	2,024.00
7,200	lbs.	Metal Reinforcement in Wall	.055	396.00
290	lin. ft.	Metal Guard Rail	1.25	362.50
86	cu. yds.	Concrete Center Islands	14.00	1,204.00
2	cu. yds.	Concrete Traffic Separators	20.00	40.00
56	cu. yds.	Concrete Traffic Islands	18.00	1,008.00
50	only	5/8" x 6" Dowel Pins	.08	4.00
6	only	Concrete Signal Pedestals	20.00	120.00
All Required		Constructing Recesses for Traffic Control Markers ([illegible])		35.00
510	lin. ft.	3/4" Electrical Conduit	.36	183.60
190	lin. ft.	1" Electrical Conduit	.41	77.90
150	lin. ft.	1¼" Electrical Conduit	.44	66.00
930	lin. ft.	1½" Electrical Conduit	.48	446.40
1,100	tons	3" - 0" Gravel in Base	.70	770.00
1,600	tons	1½" - 0" Material in Base	1.75	2,800.00
200	tons	½" - 0" Material in Cushion Course	1.75	350.00
38	M-gals.	Sprinkling	2.00	76.00
4,900	sq. yds.	Portland Cement Concrete Pavement	1.75	8,575.00
630	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	126.00
510	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	56.10
300	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	45.00
3,550	lin. ft.	Contraction Joints	.03	106.50
630	only	Dowel Bars	.20	126.00
2,920	lbs.	Tie Bars and Reinforcement	.055	160.60
1,200	tons	Class "B" Asphaltic Concrete	4.68	5,616.00
400	tons	Class "C" Asphaltic Concrete	4.58	1,832.00
			Subtotal	$ 45,387.50
			10% Engr. & Cont.	4,538.75
			Total	$ 49,926.25

Length .098 mile

Cost per mile $ 509,441.32

A)

STRUCTURES

Morrison Street Undercrossing (Estimated Prices)

All Required	Shoring, Cribbing, Etc. (80%)		$ 640.00
690 cu. yds.	Structural Excavation	$ 2.00	1,380.00
20 cu. yds.	Structural Excavation Below Elevation Shown	5.00	100.00
2,500 lin. ft.	Furnish 8" - 36# Steel Piling	1.50	3,750.00
1,600 lin. ft.	Furnish 10" - 42# Steel Piling	2.00	3,200.00
62 each	Drive Steel Piling	50.00	3,100.00
750 cu. yds.	Class "A" Concrete	21.00	15,750.00
75,700 lbs.	Metal Reinforcement	.055	4,163.50
500 lbs.	Copper and Bronze	.70	350.00
550 lin. ft.	Metal Handrail	5.50	3,025.00
All Required	Resetting Bollards and Anchors (40%)		200.00
All Required	Preparation of Harbor Wall (80%)		800.00
All Required	Rebuilding Steel Truss Span		8,600.00
54,000 lbs.	Structural Steel in Truss Span	.035	1,890.00
74,000 lbs.	Structural Steel in Approach Span	.105	7,770.00
1.5 M-FBM	Cedar Lumber	60.00	90.00
5.0 M-FBM	Douglas Fir Lumber	60.00	300.00
All Required	Remove and Relay Street Car Rails		300.00
			$ 55,408.50

0.5

Structural Steel for Morrison Street Undercrossing (Estimated Prices) ([illegible] No 2507.)

54,000 lbs.	Structural Steel	$ .11	$ 5,940.00	[illegible]
All Required	Revision of Truss Members		3,800.00	6315.00
			$ 9,740.00	1555.00

Hawthorne Bridge Undercrossing (Contract No. 2455)

All Required	Removal of Old Bridge and Maint. Traffic		$ 2,500.00
All Required	Shoring, Cribbing, Etc.		1,250.00
280 cu. yds.	Structural Excavation	$ 2.50	700.00
30 cu. yds.	Structural Excavation Below Elevation Shown	3.00	90.00
820 cu. yds.	Class "A" Concrete	21.50	17,630.00
116,000 lbs.	Metal Reinforcement and Miscellaneous Metal	.05	5,800.00
700 lbs.	Copper and Bronze	.50	350.00
460 lin. ft.	Metal Handrail	5.00	2,300.00
All Required	Remodel Existing Bridge		500.00
			$ 31,120.00

Subtotal	$ 96,268.50	132 508.00
10% Engr. & Cont.	9,626.85	13 250.80
Total	$105,895.35	145 758.80

Length of Structures 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost		Federal Aid Funds		State Funds	
Roadway						
74' Roadway	$ ~~95,716.77~~	76923.31	$ ~~56,108.00~~	50928.00	$ ~~39,608.77~~	45994.37
44' Roadway	~~48,640.90~~	19522.48	~~28,513.00~~	[illegible]	~~20,127.90~~	35505.45
68' Roadway	63,492.60		~~37,218.00~~	33562.00	~~26,274.60~~	20130.55
80' Roadway	49,926.25		~~29,266.00~~	36334.00	~~20,660.25~~	23672.25
Structures	~~105,895.35~~	145757.80	~~62,035.00~~	76529.00	~~43,860.35~~	69169.80
	$ ~~363,671.87~~ 403[illegible]47		$ ~~213,140.00~~ 213140.00		$ 150,531.87	192492.32

1940 Federal Aid Funds	$ 89,532.68	Length	0.212 mile
1941 Federal Aid Funds	$ 123,607.32	Length	0.292 mile

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306-A-1

July 25, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

As a means of incorporating in the plans for the Front Avenue Project (Washington St. to Clay St.), SM-FAP 306-A (1), the changes made in the widths of the center line islands, and the changes made in the ramp layouts at the approaches to the Hawthorne St. and Morrison St. Bridges, we have prepared a supplemental plan sheet No. 3-A, and are sending five copies to you under separate cover.

We have not considered it either necessary or advisable to carry the changes into the details on the plan sheets and typical cross-section sheets of the original set of plans. To do so would require a very considerable amount of work and would leave us without tracings of the plans on which the contract was let.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

July 2, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to your letter of May 23, concerning center line islands on the Front Avenue Project, SN-FAP 306-A (1).

Your suggestion in regard to the narrowing of the islands at the Washington St., Main St. and Jefferson St. intersections meets with our favor and is being put into effect. In conjunction with this, we have found it desirable to narrow the island throughout the length of the project. By so doing, the effective width of the pavement has been materially increased.

In selecting vertical-faced curbs for the center line islands, we were governed by the fact that the islands are to be used as pedestrian refuges as well as for traffic separators. The 45-degree sloping curb has an advantage in encouraging a fuller use of the pavement, and is desirable for wide islands, and for islands which are to serve as traffic separators only. For islands that are to be used as pedestrian refuges, and particularly for islands which must at the same time be narrow, the 45-degree curb does not, in opinion, afford requisite safety.

The islands are also to be used as locations on which to install signs, lights and signals. The vertical-faced curb will afford more positive protection against cars running onto the islands and colliding with the pedestals and posts supporting such signs, lights and signals.

For the reasons set forth above, we feel very strongly that the vertical-faced curb is the proper type of curb to be used

Mr. W. H. Lynch - 2. July 2, 1941

on the center line islands on this project.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. E. Probert
Office Engineer

SEP:EB

FORM E-30 REVISED 28M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 2, 1941

Subject: Changes in Front Avenue layout.

To:

S. H. Probert

Reference is made to the changes in the Front Avenue layout as suggested by the P. R. A.

I do not see any objection to the narrowing of the center island at those points where a separate lane is provided for left turns from Harbor Drive to the side streets, but I do not think that the island should be narrowed to less than four feet, because we plan on installing signal pedestals in the island at those points. The extra two feet should be ample.

In regard to the use of 45 degree sloping curbs, I wish to advise that curbs of that type were originally planned, but the city officials thought that if a lighting system is installed in the center island, straight curbs should be used. In so far as I know, no decision has been reached as yet as to what type of a lighting system will be used. There is no question but that the sloping curb has the effect of increasing the width of the adjacent lane, and inasmuch as the lanes will be none too wide, the extra width could be used to good advantage.

John Beakey
Traffic Engineer

JB:VC

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 23, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the P.S. & E. papers covering Oregon SN-FAP 306-A (1), the Front Street Project in Portland.

Our review of the plans indicates that left-turning movements into Harbor Drive from Washington, Main, and Jefferson Streets may be very difficult because of the narrow space between the 6-foot center island on Harbor Drive and the 16-inch wide traffic separator. We suggest that this traffic lane, which is only 10'4" wide, be increased in width on both sides of the intersection by reducing the width of the 6-foot center island as shown on the attached sketch.

The modified shape of the center island will avoid the unduly narrow traffic lane and storage space south of the intersections, and facilitate both left-turning movements indicated by arrows on the sketch, especially for large vehicles.

We also suggest that consideration be given the use of 45-degree sloping curbs on the center island throughout the project in order to encourage fuller use of the pavement and reduce the tendency of traffic to shy away from the curb.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

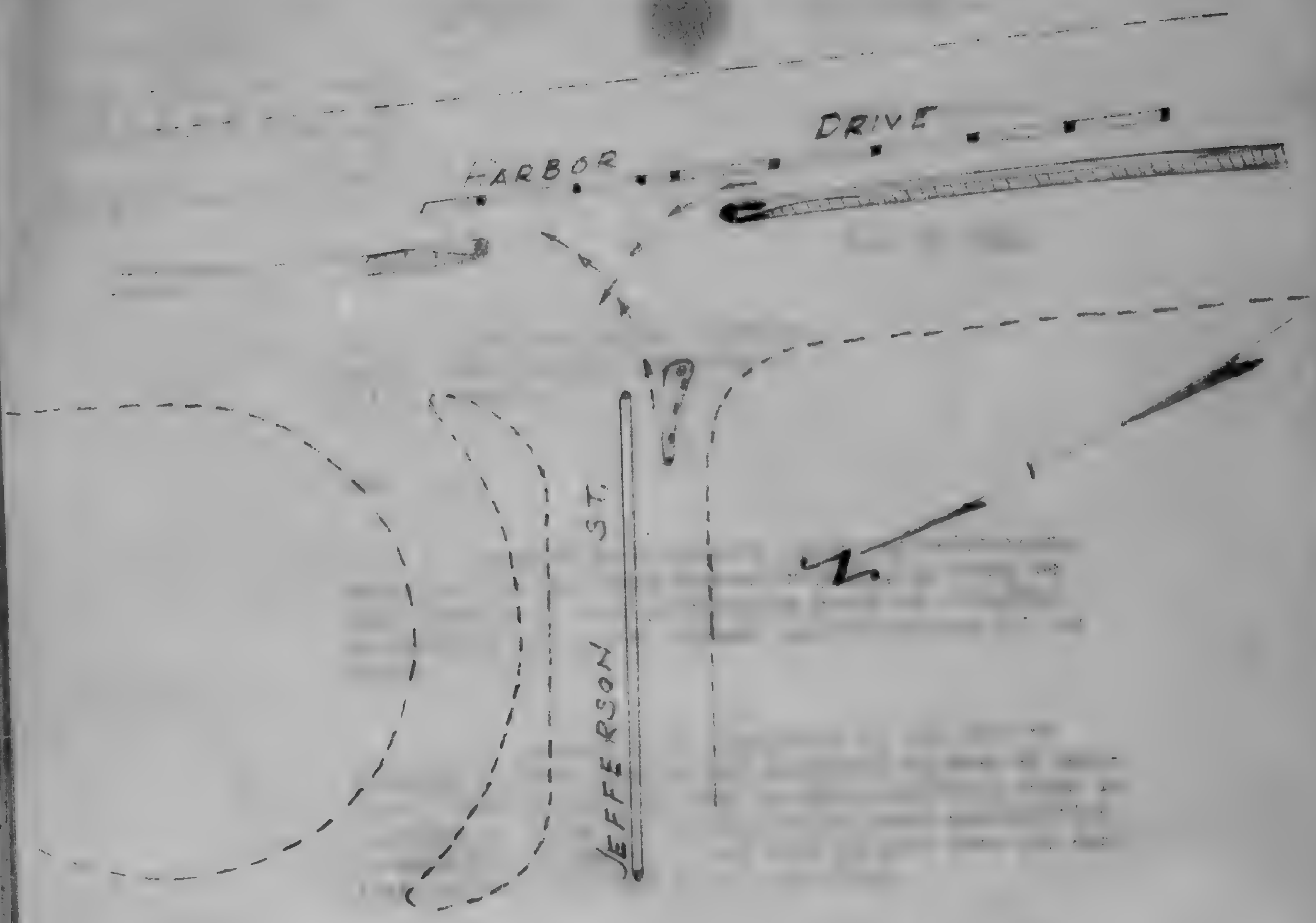
Have asked Beakey for
information for reply

Encl.

GW/ed

Gordon Weygandt, Mgr.

R



GW/ed

Gordon Weygandt, Mgr.

GORDON WEYGANDT
PRESIDENT & MANAGER

UNIVERSITY 0018

Edlefsen-Weygandt Co.

GENERAL
CONTRACTING

P. O. BOX 5636
9233 N. CALVERT AVE.

PORTLAND, OREGON

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306-A-1

2476

July 25, 1941.

Mr. S. H. Probert, Office Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Relative to a priority rating on reinforcing steel for our two Front Avenue Projects, we would be very grateful if your cooperation could be solicited in securing for us the highest possible rating for our steel.

We believe it is imperative to the City of Portland to have this highway completed as soon as possible. Traffic at this time is quite conjested which is unavoidable due to the highway being under construction. To expedite completion of our work we must have the eariest possible delivery on all materials.

We have checked with the Mercer Steel Company from whom we have ordered the reinforcing steel and they state that their order number 3951 has already been forwarded to the Bethlehem Steel Company to cover our needs.

Deliveries to us should be as follows: Steel for wall on first project July 26, 1941. Steel for wall or tunnels on second project September 25, 1941. Steel for pavement on both projects November 1, 1941.

Your cooperation in this matter will be sincerely appreciated.

Very truly yours,
Edlefsen-Weygandt Co.
Gordon Weygandt
Gordon Weygandt, Mgr.

GW/ed

EDLEFSEN-WEYGANDT
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JUL 23 1941
FOR FILING

306-A-1

#2476

July 22, 1941

Mr. W. L. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith copy of a letter from Edlefsen-Weygandt Co., relating to the purchase of a concrete paver on the Front Avenue job. Will you please secure priority for this firm so that they can purchase the equipment and proceed with this very necessary work.

It is my opinion that the congested routes through cities constitute one of the main bottlenecks in the movement of troops.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
Encl.

GORDON WEYGANDT
PRESIDENT & MANAGER

UNIVERSITY 0012

Edlefsen-Weygandt Co.

GENERAL
CONTRACTING

P. O. BOX 5626
9233 N. CALVERT AVE.

PORTLAND, OREGON

REFERRED TO
By Asst. State Highway Engineer

July 19, 1941.

Mr. R. H. Baldock, Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

With reference to the Front Avenue projects recently awarded us, we find it impossible to rent a concrete paver suitable to perform the paving on these projects.

Upon checking new ones we are informed that it is imperative we have a priority number or rating before we can expect delivery before October 17th. Delivery beyond this date would seriously handicap the progress of the work.

Inasmuch as these projects are indirectly defense work, we thought it possible you would use your influence to secure for us a priority number that would enable us to expect the earliest possible delivery.

Sincerely appreciating your cooperation in this matter we remain,

Very truly yours,
Edlefsen-Weygandt Co.
Gordon Weygandt
Gordon Weygandt, Mgr.

GW/ed

R

WM. A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

A. D. VANCE
CHIEF OF OPERATIONS
BEN S. MORROW
CITY ENGINEER

CITY OF PORTLAND
OREGON

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306-A-1

#2476

July 16, 1941

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JUL 17 1941
STATE HIGHWAY COMMISSION

Washington St. - Clay St. Unit
Front Ave. Proj.

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Baldock:

Since the U.S. Public Roads Administration objects to the proposed connection of S.W. Mill St. with the Harbor Drive, this is to advise that the City of Portland approves of closing this street and providing a turn around at the dead end as has been proposed for other streets in this vicinity.

Yours very truly,

Wm. A. Bowes

Commissioner of Public Works

By Ben S. Morrow

City Engineer

BSM:CH

RECEIVED
JUL 16 1941
FOR FILING

OREGON STATE HIGHWAY COMMISSION

306-A-1

Salem, Oregon
July 10, 1941

Front Ave. Project
Washington St. to Clay St.

Mr. E. A. Collier
Division Highway Engineer
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

In view of the information submitted with your letter of July 9, concerning the adjustment of street car tracks on the approaches to the Hawthorne and Morrison Street Bridges, we are returning for revision the order submitted on June 19, to cover the adjustment work.

We infer from your letter of July 9 that the street car company will bear the expense of any adjusting of tracks and trolley that may be required west of points at which the City's responsibility terminates.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FORM E-30 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 9, 1941

Subject: Front Avenue Improvement
Hawthorne & Morrison Bridge Approaches

To:
Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

With reference to adjustment of street car tracks and trolley wires on approaches to Morrison and Hawthorne Bridges, we have at last secured the information from the City. I am attaching herewith two copies showing the obligation of the City in the matter.

I checked with Mr. Pumfrey this morning the limits set forth in this memoranda, and he agrees that the west approach of Hawthorne Bridge begins 100 feet east of the east line of Front Avenue, and Morrison Bridge approach begins at the east line of Front Avenue.

If additional information is required, please advise.

Very truly yours,

E. A. Collier
Division Engineer

EAC:IH
Encl.
2 copies
cc: F. T. Young

A Franchise Ordinance of the City of Portland and Amendments to the Charter

---

~~To Be~~ Submitted to the Voters of Said City at the Special Election ~~To Be~~ Held

FRIDAY, JANUARY 31, 1936

ORDINANCE REFERRED TO THE VOTERS BY THE COUNCIL

ORDINANCE NO. 67776

AN ORDINANCE granting a franchise to the Portland Traction Company, an Oregon corporation, its successors or assigns, to establish, construct, maintain and operate a street railway, coach and trolley coach transportation system in the City of Portland for twenty years.

THE CITY OF PORTLAND DOES ORDAIN AS FOLLOWS:

Section 1. Definitions.

Wherever used herein, the following words, terms and phrases respectively, shall have the following meaning:

(1) Company. The Company. Wherever the words "Company" or "the Company" are used they shall be held to mean and include Portland Traction Company, a corporation organized and existing under the laws of the State of Oregon, its lessees, successors or assigns.

(2) City. The word "City" whenever used in this ordinance, shall be held to mean the City of Portland, Oregon, a municipal corporation, but whenever the word "City" is used in a territorial sense, it shall be held to mean and include the present corporate limits of the City of Portland, Oregon, and the corporate limits as same may hereafter be extended, and such adjacent territory as may for the purpose of this ordinance come under the jurisdiction of said city.

(3) Council. The Council. Wherever the words "Council" or "the Council" are used they shall be held to mean and include the Council of the City, or its successor, as the governmental legislative and administrative body of the City.

(4) City Commissioner. Wherever the words "City Commissioner" are used herein, they shall be held to mean and designate the Commissioner of Public Utilities of the City of Portland, or his duly constituted successor.

(5) State Commissioner. Whenever in this franchise reference is made to the "State Commissioner" it shall be taken to mean the Public Utilities Commissioner of Oregon and/or any governmental regulatory agency which may hereafter succeed the said Public Utilities Commissioner of Oregon in the performance of the duty of regulating the public utilities of the State of Oregon.

(6) Street Cars. The words "street car" or "street cars" as used in this franchise shall be held to mean and include all of the Company's street cars and other vehicles operating on fixed rails using electricity as a motive power, or using any other motive power to be agreed upon between the City and the Company, and engaged in the business of carriage for hire

any period of operation hereunder shall be used herein, it shall mean the balance remaining after deducting from the gross revenues for said period received by the grantee from operations hereunder, (a) all operating expenses, including an allowance for depreciation as herein provided, (b) all taxes properly accrued for said period, and (c) all expense of debt service properly accrued for said period.

Section 2. Nature of Grant.

The term of this franchise shall be twenty (20) years from the effective date hereof. The effective date hereof shall be as provided in Section 26 hereof.

The authority, right and privilege is hereby granted to the Portland Traction Company, an Oregon corporation, its successors and assigns, for and in consideration of and subject to the conditions, agreements and provisions of this ordinance, hereinafter set forth, for a period of twenty (20) years from and after the acceptance by said company, its successors or assigns, of the terms and provisions of this ordinance, to establish, own, maintain and operate its street railway lines, coach lines and trolley coach lines, over and upon the streets of the City.

Section 3. Extension by Annexation.

Upon the annexation of any territory to the city, the portion of any said utility that may be located or operated within such annexed territory, and upon the streets, alleys or public grounds thereof, shall thereafter be subject to all the terms of this grant as though it were an extension made thereunder; provided, however, that in the event any territory is added to the present corporate limits during the franchise term, conditionally, the rights granted hereby shall be subject to such conditions and further subject to the conditions of Section 13 of the Charter.

Section 4. Lease or Assignment of Franchise.

This franchise shall exclusively apply to, inure to and bind the lessees, successors and assigns of the parties hereto; provided, however, that this franchise shall not be assigned or its privileges sublet, nor shall any of the rights or privileges thereby granted or authorized be leased, assigned, sold or transferred without the consent of the Council expressed by ordinance, which ordinance shall be subject as other ordinances to the referendum.

Section 5. Company to Save City Harmless.

The Company shall save and hold harmless the City and its officers from any liability for injury or damage arising from any casualty or accident to persons or property due to neglect or omission of the Company in connection with the operation of this franchise; provided that the City, its

of February of each year following the year in which the gross annual revenues were earned.

In the event the Company fails to pay said compensation within the time fixed herein the City Treasurer shall notify the City Attorney of such fact, and the City Attorney is hereby authorized to institute an action in the circuit court of the State of Oregon for Multnomah County against the Company to recover the amount of the compensation due the City. And, provided further that in the event the Company shall default in the payment of such compensation as herein provided then such compensation shall be increased to seven per cent of such gross revenues while such default shall continue, and such additional two (2) per cent compensation shall be deducted from the net revenues of the Company and in nowise shall be considered as an item of operating expense.

(2) As a part of the compensation for this grant of a franchise for twenty years the Company for itself and its present and future stockholders, its successors and its assigns, covenant that unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced, the maximum rates herein fixed shall not at any time during the franchise period of twenty years be increased, and the company will not, nor will its present or future stockholders, or its successors and assigns, unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced, apply to the Public Utilities Commissioner of Oregon, or any other governmental agency having jurisdiction and power in the premises, or any court, to increase the maximum rate of fares herein fixed, or, unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced, directly or indirectly permit said maximum fares to be increased through any other process or proceeding, and in all leases, pledges or mortgages or other financial obligations made by the company creating a lien upon the properties of the company there shall be inserted in such agreement or agreements a covenant specifically referring to this paragraph of Section 10, and such covenant shall be so worded that it will require all parties thereto to agree to conform to this paragraph of Section 10, of this ordinance, and any lack of such a covenant shall render said agreement or agreements void; and the provisions of this paragraph of this Section 10 as to maximum fares shall also bind the present and future creditors of the company, or any representatives of the creditors or any trustee in bankruptcy or any receiver, and notwithstanding that the gross revenue from the operation of the transportation system within the city shall become less than the total expense of operation there shall not be an increase in said maximum fares unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced: the Company for itself and on behalf of all other parties herein mentioned who deal with the company regard the covenant herein as to maximum fares as constituting a contract between the Company and the City for the full period of said franchise term of twenty years forbidding whatsoever an increase in said maximum fares unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced.

(3) The Company shall pay to the City such bridge tolls as may then be required of it by the Charter of the City.

Section 11. Street Maintenance.

(1) It shall be lawful for the Company to make all needful excavations in any of the streets, alleys, avenues, public places or grounds for the

of February of each year following the year in which the gross annual revenues were earned.

In the event the Company fails to pay said compensation within the time fixed herein the City Treasurer shall notify the City Attorney of such fact, and the City Attorney is hereby authorized to institute an action in the circuit court of the State of Oregon for Multnomah County against the Company to recover the amount of the compensation due the City. And, provided further that in the event the Company shall default in the payment of such compensation as herein provided then such compensation shall be increased to seven per cent of such gross revenues while such default shall continue, and such additional two (2) per cent compensation shall be deducted from the net revenues of the Company and in nowise shall be considered as an item of operating expense.

(2) As a part of the compensation for this grant of a franchise for twenty years the Company for itself and its present and future stockholders, its successors and its assigns, covenant that unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced, the maximum rates herein fixed shall not at any time during the franchise period of twenty years be increased, and the company will not, nor will its present or future stockholders, or its successors and assigns, unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced, apply to the Public Utilities Commissioner of Oregon, or any other governmental agency having jurisdiction and power in the premises, or any court, to increase the maximum rate of fares herein fixed, or, unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced, directly or indirectly permit said maximum fares to be increased through any other process or proceeding, and in all leases, pledges or mortgages or other financial obligations made by the company creating a lien upon the properties of the company there shall be inserted in such agreement or agreements a covenant specifically referring to this paragraph of Section 10, and such covenant shall be so worded that it will require all parties thereto to agree to conform to this paragraph of Section 10, of this ordinance, and any lack of such a covenant shall render said agreement or agreements void; and the provisions of this paragraph of this Section 10 as to maximum fares shall also bind the present and future creditors of the company, or any representatives of the creditors or any trustee in bankruptcy or any receiver, and notwithstanding that the gross revenue from the operation of the transportation system within the city shall become less than the total expense of operation there shall not be an increase in said maximum fares unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced; the Company for itself and on behalf of all other parties herein mentioned who deal with the company regard the covenant herein as to maximum fares as constituting a contract between the Company and the City for the full period of said franchise term of twenty years forbidding whatsoever an increase in said maximum fares unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced.

(3) The Company shall pay to the City such bridge tolls as may then be required of it by the Charter of the City.

Section 11. Street Maintenance.

(1) It shall be lawful for the Company to make all needful excavations in any of the streets, alleys, avenues public places or grounds for the purpose of placing, erecting, laying or maintaining poles, conduits, or other supports with wires, conductors and cables, or repairing, removing or replacing the same; also for the laying, maintaining, repairing, removing, reconstructing or constructing new tracks by the placement of ties, rails or pavement. All such work of erecting, laying or maintaining pole lines, conduits or cables, constructing, removing or repairing or replacing ties, rails or pavement, or other structures in the street area, shall be performed under the supervision of the Council in accordance with the Charter provisions and ordinances of the City.

(2) All plans and specifications shall be prepared in accordance with the Charter provisions and ordinances and the work of erecting, laying or maintaining poles, conduits and cables, or constructing, reconstructing, removing or replacing rails, ties and pavement, shall be supervised by the Council or such officer of the City as the Council may designate. Whenever the Company shall disturb any of the streets, alleys, avenues and/or

are removed, to conform to the pavement in the street adjoining the area occupied by said abandoned tracks, or pave over said abandoned tracks with such material and in such manner as prescribed by the Council; provided, however, that if such abandoned tracks are paved over, the Company shall keep such pavement in repair for a period of ten (10) years. If the City undertakes a general improvement from curb to curb of any of the streets upon which tracks have been abandoned and covered, the Company shall at its expense remove the rails, ties and old pavement from the track area and bring that portion of the street to proper subgrade as prescribed by the Council.

(5) The Company shall lay, maintain and/or replace such pavement along its street railway lines as then may be required of it by the provisions of the Charter of the City.

Section 12. Maintenance of Lines and Overhead Structures.

(1) Whenever it becomes necessary to temporarily rearrange, remove, lower or raise the aerial wires, cables, or other apparatus of the Company for the passage of buildings, machinery or other objects, the Company shall, without expense to it, temporarily arrange, remove, lower or raise its wires, cables or other apparatus as the necessities of the case require, provided that this Section shall not apply to the City when engaged in the performance of any public work in which event it shall be incumbent upon the Company to make such changes as required by said public work at the Company's expense.

(2) Whenever it becomes necessary to trim trees in public places or streets for the proper operation of the lines and conductors of the Company, such trimming shall be done by competent employes of the Company after three days written notice to the owner of such trees and upon application for and the granting of a permit from the City Council or such officer of the City as the Council may designate.

Section 13. Use of Poles and Ducts by City.

The said grantee, its successors and assigns, in further consideration of the franchise, rights and privileges granted by this ordinance, shall, during the life of this franchise furnish to the said City space on its poles and in its ducts and underground conduits, or consent to the allocation of space on poles and in ducts and underground conduits in which it may have a joint interest, for the use of the City for its own wires, cables, fixtures or instruments for the Bureau of Fire, the Bureau of Police and the Bureau of Water Works communication or signal equipment; provided that the said grantee shall not be responsible for any damage to the property of the City resulting from such use of the facilities of the grantee by the City; provided further that the City shall so install and maintain such wires, cables, fixtures or instruments as to hold to a minimum the danger of contact between its equipment and that of the grantee or that of any other user of the poles or ducts of the grantee, and provided further that in case of rearrangement of the facilities of the grantee, the said City shall at its own expense care for all its own equipment and construction.

The City shall save the grantee free and harmless of and from claims for damages resulting from accidents caused directly by the construction, operation, maintenance or removal of said City owned equipment.

Section 14. Supplies and Special Cars.

The Company may transport along and upon its lines in supply cars, such materials, supplies, appliances and tools as it may need for the construction, maintenance and operation of its lines. It may carry mail for the Government of the United States and newspapers, and it may carry packages and other freight and make reasonable charges therefor and the revenues received therefor shall be added to Gross Operating Revenue. It may operate express, passenger service and other special street cars, special coaches and special trolley coaches at rates to be approved from time to time by the State Commissioner, and the moneys received therefor shall be added to Gross Operating Revenue.

The transportation of materials, supplies, appliances, freight and mail, and the operation of special street cars, special coaches and special trolley coaches shall not be permitted to interfere unreasonably with or delay the carriage of passengers and shall at all times be subject to regulation by the Council, and cars used in the transportation of freight shall be of the type and operated at such times and in such manner during the day or night as shall be approved by the Council.

Section 15. Affiliated Lines Within

Section 17. Routes.

ROUTES OF STREET CAR LINES

Alberta

Inbound: From Northeast 30th Avenue and Northeast Ainsworth Street via Northeast 30th Avenue, Northeast Alberta Street, Northeast Union Avenue, Northeast Oregon Street, Railroad Bridge, Northwest 3rd Avenue, Southwest 3rd Avenue, Southwest Washington Street, Southwest 2nd Avenue, Southwest Pine Street to Southwest 3rd Avenue and outbound on same route as inbound.

Arlington Heights

Outbound: From Northwest 23rd Avenue and West Burnside Street via West Burnside Street, Southwest Tichner Drive, Southwest Kingston Avenue, Southwest Fairview Boulevard to East line Block 18, Arlington Heights. Return same route.

Bridge Transfer

Southbound: From North Larrabee Avenue and North Broadway via North Larrabee Avenue, North Holladay Street, Northeast Holladay Street, Northeast Grand Avenue, Southeast Grand Avenue, Southeast Woodward Street, Southeast 16th Avenue, Southeast Brooklyn Street to Southeast Milwaukie Avenue. Return same route.

Broadway

Inbound: From Northeast 29th Avenue and Northeast Mason Street via Northeast 29th Avenue, Northeast Regents Drive, Northeast 24th Avenue, Northeast Fremont Street, Northeast 22nd Avenue, Northeast Broadway, North Broadway, Broadway Bridge, Northwest Broadway, Southwest Broadway, Southwest Salmon Street, Southwest 6th Avenue, Southwest Main Street, Southwest Broadway to Southwest Salmon Street and outbound same route as inbound, to Northeast 22nd Avenue and Northeast Broadway, then Northeast Broadway, Northeast 24th Avenue to Northeast Fremont Street, then same route as inbound.

Council Crest

Outbound: From Southwest Washington Street and Southwest 5th Avenue via Southwest Washington Street, West Burnside Street, Southwest Vista Avenue, Southwest Patton Road, Southwest Greenway Avenue, Private Right of Way to Southwest Council Crest Drive.

Inbound: From Southwest Council Crest Drive via Private Right of Way, Southwest Greenway Avenue, Southwest Patton Road, Southwest Ravensview Drive, Southwest Elizabeth Street, Southwest 18th Avenue, Southwest Spring Street, Southwest Vista Avenue, West Burnside Street, Southwest 19th Avenue, Southwest Morrison Street, Southwest 5th Avenue to Southwest Washington Street.

Irvington

Inbound: From Northeast 15th Avenue and Northeast Prescott Street via Northeast 15th Avenue, Northeast Multnomah Street, Northeast Grand Avenue, Northeast Holladay Street, North Williams Avenue, Railroad Bridge, Northwest Glisan Street, Northwest 5th Avenue, Southwest 5th Avenue, Southwest Washington Street, Southwest Broadway, Northwest Broadway, Northwest Glisan Street and outbound same route as inbound.

Kings Heights

Inbound: From Northwest Valla Vista Terrace and Northwest Hermosa Boulevard via Northwest Hermosa Boulevard, Northwest Macleay Boulevard, West Burnside Street to Northwest 23rd Avenue. Return same route.

Mississippi

Inbound: From North Denver Avenue and North Argyle Street via North Denver Avenue, North Lombard Street, North Albina Avenue, North Mississippi Avenue, North Interstate Avenue, Broadway Bridge, Northwest Broadway, Southwest Broadway, Southwest Salmon Street, Southwest 6th Avenue, Southwest Main Street, Southwest Broadway to Southwest Salmon Street and outbound same route as inbound.

Montavilla

Inbound: From Southeast 80th Avenue and Southeast Stark Street via Southeast 80th Avenue, Northeast 80th Avenue to Northeast Glisan Street; also from Northeast Glisan Street and Northeast 90th Avenue via Northeast Glisan Street, Northeast 28th Avenue, Southeast 28th Avenue, Southeast Ankeny Street, Southeast Grand Avenue, Southeast Morrison Street, Morrison Bridge, Southwest Morrison Street, Southwest 3rd Avenue, Southwest Yamhill Street, Southwest 2nd Avenue to Southwest Morrison Street and outbound same route as inbound.

Mount Tabor

Inbound: From Southeast Yamhill Street and Southeast 88th Avenue via Southeast Yamhill Street, Southeast 76th Avenue, Southeast Taylor Street, Private Right of Way, Southeast Belmont Street, Private Right of Way, Southeast Morrison Street, Morrison Bridge, Southwest Morrison Street, Southwest 11th Avenue, Southwest Hall Street, Southwest 13th Avenue, Southwest Montgomery Street to Southwest 11th Avenue and outbound same route as inbound.

nue via North Willamette Boulevard, North Portsmouth Avenue, North Houghton Street, North Wall Avenue, North Fessenden Street, North St. Louis Avenue, North Ivanhoe Street, North Chicago Avenue to North Jersey Street, then North Jersey Street to North St. Louis Avenue and return same route as westbound.

Jefferson

Inbound: From Southwest Jefferson Street and Southwest 18th Avenue via Southwest 18th Avenue, Southwest Columbia Street, Southwest 17th Avenue, Southwest Jefferson Street, Southwest 5th Avenue, Southwest Yamhill Street, Southwest 6th Avenue to Southwest Jefferson Street, and outbound same route as inbound to Southwest 17th Avenue and Southwest Jefferson Street, then via Southwest Jefferson Street to Southwest 18th Avenue.

Killingsworth

Westbound: From Northeast 37th Avenue and Northeast Sandy Boulevard via Northeast Sandy Boulevard, Northeast 42nd Avenue, Northeast Wistaria Drive, Northeast 41st Avenue, Northeast Fremont Street, Northeast 42nd Avenue, Northeast Killingsworth Street, North Killingsworth Street, North Interstate Avenue, North Portland Boulevard, North Greeley Avenue, North Holman Street, North Burrage Avenue to North Portland Boulevard and return eastbound same route as westbound to Northeast Sandy Boulevard and Northeast Broadway Street, then Northeast Broadway Street, Northeast 37th Avenue to Northeast Sandy Boulevard.

Powell Boulevard

Inbound: From Southeast Foster Road and Southeast 103rd Avenue via Southeast Foster Road, Southeast 82nd Avenue, Southeast Powell Boulevard, Ross Island Bridge, Southwest Corbett Avenue, Southwest Kelly Avenue, Southwest Arthur Street, Southwest 3rd Avenue, Southwest Caruthers Street, Southwest 5th Avenue, Southwest Yamhill Street, Southwest 6th Avenue to Southwest Caruthers Street and outbound same route as inbound.

Sam Jackson Park

Inbound: From Veterans' Hospital via Southwest Marquam Road, Southwest Terwilliger Boulevard, Southwest 6th Avenue, Southwest Sherman Street, Southwest 5th Avenue, Southwest Yamhill Street, Southwest 6th Avenue to Southwest Terwilliger Boulevard and outbound same route as inbound.

Siskiyou-Halsey

Inbound: From Northeast 60th Avenue and Northeast Killingsworth Street via Northeast 60th Avenue, Northeast Cully Boulevard, Northeast 57th Avenue, Northeast Alameda, Northeast 56th Avenue, Northeast Siskiyou Street, Northeast 41st Avenue, Northeast Wistaria Drive, Northeast 42nd Avenue, Northeast Hancock Street, Northeast 45th Avenue, Northeast Halsey Street, Northeast 82nd Avenue to Northeast Thompson Street and outbound same route as inbound.

Thirty-Third

Northbound: From Northeast 22nd Avenue and Northeast Broadway via Northeast 22nd Avenue, Northeast Schuyler Street, Northeast 24th Avenue, Northeast Broadway, Northeast 33rd Avenue, Northeast Columbia Boulevard to Broadmoor Golf Course and southbound same route as northbound to Northeast 24th Avenue and Northeast Broadway Street then Northeast Broadway Street to Northeast 22nd Avenue.

Thirty-Ninth

Northbound: From Southeast 39th Avenue and Southeast Gladstone Street via Southeast Gladstone Street, Southeast 37th Avenue, Southeast Center Street, Southeast 39th Avenue, Northeast 39th Avenue, Northeast Wasco Street, Northeast 37th Avenue, Northeast Knott Street, Northeast 21st Avenue, Northeast Brazee Street, Northeast 22nd Avenue, to Northeast Knott Street, then southbound same route to Southeast 39th Avenue and Southeast Center Street, then via Southeast 39th Avenue to Southeast Gladstone Street.

Fifty-Second

Inbound: From Southeast 82nd Avenue and Kendall Station via Southeast 82nd Avenue; also from Southeast 82nd Avenue and Southeast Woodstock Boulevard via Southeast 82nd Avenue, Southeast Duke Street, Southeast 52nd Avenue, Southeast Division Street, Southeast Ladd Avenue, Southeast Hawthorne Boulevard, Hawthorne Bridge, Southwest Madison Street, Southwest 5th Avenue, Southwest Yamhill Street, Southwest 6th Avenue, Southwest Madison Street to Southwest 5th Avenue and outbound same route as inbound.

Woodstock Boulevard

Inbound: From Southeast 62nd Avenue and Southeast Woodstock Boulevard via Southeast Woodstock Boulevard to Southeast 41st Avenue, and outbound same route as inbound.

Linnton

Under the terms of Ordinance

ernmental legislative and administrative body of the City.

(4) City Commissioner. Wherever the words "City Commissioner" are used herein, they shall be held to mean and designate the Commissioner of Public Utilities of the City of Portland, or his duly constituted successor.

(5) State Commissioner. Whenever in this franchise reference is made to the "State Commissioner" it shall be taken to mean the Public Utilities Commissioner of Oregon and/or any governmental regulatory agency which may hereafter succeed the said Public Utilities Commissioner of Oregon in the performance of the duty of regulating the public utilities of the State of Oregon.

(6) Street Cars. The words "street car" or "street cars" as used in this franchise shall be held to mean and include all of the Company's street cars and other vehicles operating on fixed rails using electricity as a motive power, or using any other motive power to be agreed upon between the City and the Company, and engaged in the business of carriage for hire under authority of this franchise.

(7) Coaches. Wherever in this franchise reference is made to the term "coach" or "coaches," it shall mean and include any vehicle of the Company not operated on fixed rails, nor operated from contact with any overhead or underground system of electric wires, but using gasoline, electricity or any other propelling force which may be contained or generated within said vehicle, and engaged in the business of carriage for hire under the authority of this franchise.

(8) Trolley Coaches. Wherever in this franchise reference is made to the term "trolley coach" or "trolley coaches," it shall mean and include any vehicle of the Company not operated on fixed rails, but using electricity as a motive power by contact with a system of overhead or underground wires and engaged in the business of carriage for hire under the authority of this franchise.

(9) Street Railway Lines. The words "street railway line" or "street railway lines" shall be held to mean and include such items of property as may be necessary or convenient for the operation of street cars hereunder upon the route or routes hereinafter designated.

(10) Coach Lines. Wherever the words "coach line" or "coach lines" are used herein, they shall be held to mean the route or routes upon which coaches are operated hereunder as hereinafter designated.

(11) Trolley Coach Lines. Wherever the words "trolley coach line" or "trolley coach lines" are used herein, they shall include all overhead or underground trolley wires, span wires, supports and such other items of property as may be necessary or convenient for the operation of trolley coaches hereunder upon the route or routes as hereinafter designated.

(12) Expense of Operation. Whenever the phrase "expense of operation" is used herein, it shall be held to mean and include (a) all of the proper expense incident to the operation of the system, including the cost of all street restoration as contemplated by the terms of this ordinance and repairs, (b) accruals for injuries and damages, (c) accruals for all taxes, (d) provision for depreciation, and (e) reserves for pensions and retirement.

(13) Expense of Debt Service. Whenever the phrase "expense of debt service" is used herein it shall be held to mean and include (a) installment payments on principal and payments of interest accruing after the effective date of this ordinance on equipment purchase obligations incurred by the company in the purchase of fifteen street cars now numbered 800-814 inclusive, put in service May 19, 1932, (b) installment payments on principal and interest accruing after the effective date of this ordinance on six coaches now in use on the company's system numbered from 101 to 106 inclusive, (c) installment payments on principal and interest to the City of Portland on bonded street improvement assessments accruing after the effective date of this ordinance, and (d) installment payments on principal and payments of interest on any and all obligations incurred by reason of the restoration of streets and of the purchase and installation of equipment and other facilities pursuant to the initial modernization plan and ultimate modernization plan.

(14) Capital Reserve Fund. Wherever the term "capital reserve fund" is used herein, it shall mean and include a fund accrued by setting aside on December 31st of each year for a period of ten years from the effective date of this franchise of seventy-five per cent (75%) of the net profits for the preceding calendar year.

(15) Net Profit. Wherever the term "net profit" or "net profits" for

be subject to such conditions and further subject to the conditions of Section 13 of the Charter.

Section 4. Lease or Assignment of Franchise.

This franchise shall exclusively apply to, inure to and bind the lessees, successors and assigns of the parties hereto; provided, however, that this franchise shall not be assigned or its privileges sublet, nor shall any of the rights or privileges thereby granted or authorized be leased, assigned, sold or transferred without the consent of the Council expressed by ordinance, which ordinance shall be subject as other ordinances to the referendum.

Section 5. Company to Save City Harmless.

The Company shall save and hold harmless the City and its officers from any liability for injury or damage arising from any casualty or accident to persons or property due to neglect or omission of the Company in connection with the operation of this franchise; provided that the City, its officers, agents or representatives, shall not also be guilty of concurring negligence proximately causing such casualty or accident. The Company shall also save and hold harmless the City and its officers from any liability for injury or damage to persons or property which may arise from a failure on the part of the City or its officers to compel, supervise or inspect any construction, reconstruction, maintenance of operation of the company hereunder, and should suit or action be filed against the City either individually or jointly with the Company upon such claims for damage or injury, such Company, upon notice from the City shall defend the City either individually or jointly with the Company in said suit or action as the City may elect and the Company will pay any judgment for costs that may be rendered against the City individually or jointly with the Company. Provided, however, that the provisions of this Section shall not be construed to constitute a waiver of the immunity provisions granted to the City by Sections 281 and 282 of the Charter.

Section 6. Capital Investment.

The Company shall not, without the approval of the Council expressed by resolution, add to its rate base, except for replacements, any single unit of property at a valuation in excess of $10,000.00.

Section 7. Depreciation.

The Company shall be allowed to make provision for depreciation to be accrued monthly as, and in the manner provided by law.

Section 8. Accounts and Reports.

During the continuance of the rights herein granted, the Company shall keep in its office, open to inspection at all times by the Council through its duly accredited representative, a full, true and accurate account of receipts, of all moneys expended and of all liabilities incurred in connection with the construction, maintenance and operation of its lines and property, and also statistical accounts of its business and operations in connection therewith, which accounts shall be kept in accordance with the uniform classification of accounts as prescribed by the State Commissioner under the laws of Oregon and the Company shall file with the Auditor of the City monthly accounts of all receipts and moneys expended and also the reports required by the City Charter.

Section 9. Provisions of Charter to Apply.

This grant is made subject to all the provisions of the Charter and the Company shall be bound by each and every provision of said Charter, insofar as the same may be applicable to such grant, as though such provision was herein expressly written and made a part thereof.

Section 10. Compensation.

(1) As compensation for the privilege hereby conferred by this franchise ordinance the Company shall pay to the City five per cent (5%) of its annual gross revenues less all other amounts paid by the Company to any governmental agency as taxes, license fees, bridge tolls, fees or imposts, excluding only taxes on gasoline and Federal and State Income taxes.

The said compensation shall be due and payable annually of each calendar year of the franchise term. The Company shall file with the Auditor a statement, verified under oath, of its annual gross revenues on or before the 30th day of January of each succeeding calendar year of the franchise term in which the revenues were earned. There shall be included therein a statement showing the exact amounts paid for taxes, license fees, bridge tolls, fees or imposts. Said annual compensation shall be paid by the Company to the City Treasurer on or before the 10th day

become less than the total expense of operation there shall not be an increase in said maximum fares unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced; the Company for itself and on behalf of all other parties herein mentioned who deal with the company regard the covenant herein as to maximum fares as constituting a contract between the Company and the City for the full period of said franchise term of twenty years forbidding whatsoever an increase in said maximum fares unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced.

(3) The Company shall pay to the City such bridge tolls as may then be required of it by the Charter of the City.

Section 11. Street Maintenance.

(1) It shall be lawful for the Company to make all needful excavations in any of the streets, alleys, avenues public places or grounds for the purpose of placing, erecting, laying or maintaining poles, conduits, or other supports with wires, conductors and cables, or repairing, removing or replacing the same; also for the laying, maintaining, repairing, removing, reconstructing or constructing new tracks by the placement of ties, rails or pavement. All such work of erecting, laying or maintaining pole lines, conduits or cables, constructing, removing or repairing or replacing ties, rails or pavement, or other structures in the street area, shall be performed under the supervision of the Council in accordance with the Charter provisions and ordinances of the City.

(2) All plans and specifications shall be prepared in accordance with the Charter provisions and ordinances and the work of erecting, laying or maintaining poles, conduits and cables, or constructing, reconstructing, removing or replacing rails, ties and pavement, shall be supervised by the Council or such officer of the City as the Council may designate. Whenever the Company shall disturb any of the streets, alleys, avenues and/or public highways or grounds for the purpose mentioned in this paragraph, it shall restore the same to good order and condition as soon as practicable without unnecessary delay, and upon failure to do so, the City or such officer of the City as the Council may designate, shall have the right to fix a time, which shall be reasonable, within which such repairs and restoration shall be completed, and upon failure of such repairs being made by the Company, the City shall have the right to make or cause to be made, such repairs which shall be at the expense of the Company.

(3) Nothing in this franchise shall be construed to prevent the City through its Council from constructing sewers, grading, paving, planking, repairing and/or altering of any street, alley or avenue, or the laying down or repairing of water mains, or the construction of other public works by the City. All such work shall be done, if possible, in such manner as not to obstruct, injure or prevent the free use and operation of the lines of the Company; provided, however, that if any of the wires, cables, appliances, conduits, ties, tracks or structures of the Company shall be placed in any of the streets, alleys, avenues and/or public places or grounds of the City so as to directly interfere with the construction of any public improvement, whether it be the construction of a sewer, improvement of a street, or the laying of a water main, all such poles, wires, cables, appliances, conduits and structures shall be removed or replaced in such manner as shall be directed by the City or such officer of the City as the Council may designate, so the same shall not interfere with said public work of the City, and such removal shall be at the expense of the Company.

(4) The Company shall under the terms of this franchise either remove all abandoned tracks from the street area and restore the pavement of the street from which said tracks are removed, to conform to the pavement in the street adjoining the area occupied by said abandoned tracks, or pave over said abandoned tracks with such material and in such manner as may be prescribed by the Council; provided, however, that if such abandoned tracks are paved over, the Company shall keep such pavement in repair for a period of ten years. The method of procedure and the plans for construction shall be subject to the approval of the Council. Should the Company, with the consent of the Council, abandon any portion of the tracks maintained or laid down under the "Initial modernization plan," or hereafter laid down upon the city streets, the Council may at its option require the Company either to remove said tracks from the street, in which event the Company shall restore the pavement of the street from which said tracks

the City resulting from such use of the facilities of the grantee by the City; provided further that the City shall so install and maintain such wires, cables, fixtures or instruments as to hold to a minimum the danger of contact between its equipment and that of the grantee or that of any other user of the poles or ducts of the grantee, and provided further that in case of rearrangement of the facilities of the grantee, the said City shall at its own expense care for all its own equipment and construction.

The City shall save the grantee free and harmless of and from claims for damages resulting from accidents caused directly by the construction, operation, maintenance or removal of said City owned equipment.

Section 14. Supplies and Special Cars.

The Company may transport along and upon its lines in supply cars, such materials, supplies, appliances and tools as it may need for the construction, maintenance and operation of its lines. It may carry mail for the Government of the United States and newspapers, and it may carry packages and other freight and make reasonable charges therefor and the revenues received therefor shall be added to Gross Operating Revenue. It may operate express, passenger service and other special street cars, special coaches and special trolley coaches at rates to be approved from time to time by the State Commissioner, and the moneys received therefor shall be added to Gross Operating Revenue.

The transportation of materials, supplies, appliances, freight and mail, and the operation of special street cars, special coaches and special trolley coaches shall not be permitted to interfere unreasonably with or delay the carriage of passengers and shall at all times be subject to regulation by the Council, and cars used in the transportation of freight shall be of the type and operated at such times and in such manner during the day or night as shall be approved by the Council.

Section 15. Affiliated Lines Within the City.

The Company, its successors or assigns, is hereby given the right to enter into and perform an operating agreement with the Portland Electric Power Company, a corporation, and its successors or assigns for the use of its existing tracks within the city provided that such use shall not unreasonably interfere with the operation of the Company under this franchise and its obligations thereunder, and provided further that the type of all interurban, suburban, supply and freight cars so used and the routes thereof shall be subject to the approval of the Council and for the use of such tracks and for electric energy said Portland Electric Power Company, its successors and assigns shall be charged monthly such reasonable amounts as may be agreed upon between the Council and the Company and such reasonable charges shall be added by the Company monthly to the gross revenues of the Company.

Section 16. Equipment and Facilities.

(1) Initial Modernization Plan. Wherever the term "initial modernization plan" is used herein, it shall mean and include (a) the purchase, use and operation on routes hereinafter designated, of not less than one hundred twenty trolley coaches of latest design and each having a seating capacity of not less than forty passengers, (b) the purchase, use and operation, on routes hereinafter designated, of not less than thirty-five coaches of latest design and each having a seating capacity of not less than thirty passengers, (c) the operation of existing street railway lines, on routes hereinafter designated, (d) the operation of existing coach lines, on the routes hereinafter designated, (e) the installation of the overhead system required for the operation of trolley coaches on routes hereinafter designated, (f) the repair of street areas wherein street railway operations will be initially abandoned under the terms of this ordinance, (g) the construction of new track facilities on routes hereinafter designated as "new street railway lines" and (h) the purchase, installation and use of whatever auxiliary equipment and materials may be necessary for the operation of the facilities herein described. Such equipment shall not be put into operation until the Council shall, by resolution, first approve the general type and design thereof.

(2) Ultimate Modernization Plan. Wherever the term "ultimate modernization plan" is used herein, it shall be held to mean and include the purchase, use and operation of such additional equipment and facilities as may be agreed upon between the Council and the Company, the same to be purchased from any funds available in the "capital reserve fund" as hereinafter defined, or by the use of the Company's credit.

in bankruptcy or [illegible] gross revenotwithstanding that the gross revenue from the operation of the transportation system within the city shall become less than the total expense of operation there shall not be an increase in said maximum fares unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced; the Company for itself and on behalf of all other parties herein mentioned who deal with the company regard the covenant herein as to maximum fares as constituting a contract between the Company and the City for the full period of said franchise term of twenty years forbidding whatsoever an increase in said maximum fares unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced.

(3) The Company shall pay to the City such bridge tolls as may then be required of it by the Charter of the City.

Section 11. Street Maintenance.

(1) It shall be lawful for the Company to make all needful excavations in any of the streets, alleys, avenues public places or grounds for the purpose of placing, erecting, laying or maintaining poles, conduits, or other supports with wires, conductors and cables, or repairing, removing or replacing the same; also for the laying, maintaining, repairing, removing, reconstructing or constructing new tracks by the placement of ties, rails or pavement. All such work of erecting, laying or maintaining pole lines, conduits or cables, constructing, removing or repairing or replacing ties, rails or pavement, or other structures in the street area, shall be performed under the supervision of the Council in accordance with the Charter provisions and ordinances of the City.

(2) All plans and specifications shall be prepared in accordance with the Charter provisions and ordinances and the work of erecting, laying or maintaining poles, conduits and cables, or constructing, reconstructing, removing or replacing rails, ties and pavement, shall be supervised by the Council or such officer of the City as the Council may designate. Whenever the Company shall disturb any of the streets, alleys, avenues and/or public highways or grounds for the purpose mentioned in this paragraph, it shall restore the same to good order and condition as soon as practicable without unnecessary delay, and upon failure to do so, the City or such officer of the City as the Council may designate, shall have the right to fix a time, which shall be reasonable, within which such repairs and restoration shall be completed, and upon failure of such repairs being made by the Company, the City shall have the right to make or cause to be made, such repairs which shall be at the expense of the Company.

(3) Nothing in this franchise shall be construed to prevent the City through its Council from constructing sewers, grading, paving, planking, repairing and/or altering of any street, alley or avenue, or the laying down or repairing of water mains, or the construction of other public works by the City. All such work shall be done, if possible, in such manner as not to obstruct, injure or prevent the free use and operation of the lines of the Company; provided, however, that if any of the wires, cables, appliances, conduits, ties, tracks or structures of the Company shall be placed in any of the streets, alleys, avenues and/or public places or grounds of the City so as to directly interfere with the construction of any public improvement, whether it be the construction of a sewer, improvement of a street, or the laying of a water main, all such poles, wires, cables, appliances, conduits and structures shall be removed or replaced in such manner as shall be directed by the City or such officer of the City as the Council may designate, so the same shall not interfere with said public work of the City, and such removal shall be at the expense of the Company.

(4) The Company shall under the terms of this franchise either remove all abandoned tracks from the street area and restore the pavement of the street from which said tracks are removed, to conform to the pavement in the street adjoining the area occupied by said abandoned tracks, or pave over said abandoned tracks with such material and in such manner as may be prescribed by the Council; provided, however, that if such abandoned tracks are paved over, the Company shall keep such pavement in repair for a period of ten years. The method of procedure and the plans for construction shall be subject to the approval of the Council. Should the Company, with the consent of the Council, abandon any portion of the tracks maintained or laid down under the "initial modernization plan," or hereafter laid down upon the city streets, the Council may at its option require the Company either to remove said tracks from the street, in which event the Company shall restore the pavement of the street from which said tracks

nal equipment; provided that the said grantee shall not be responsible for any damage to the property of the City resulting from such use of the facilities of the grantee by the City; provided further that the City shall so install and maintain such wires, cables, fixtures or instruments as to hold to a minimum the danger of contact between its equipment and that of the grantee or that of any other user of the poles or ducts of the grantee, and provided further that in case of rearrangement of the facilities of the grantee, the said City shall at its own expense car- for all its own equipment and construction.

The City shall save the grantee free and harmless of and from claims for damages resulting from accidents caused directly by the construction, operation, maintenance or removal of said City owned equipment.

Section 14. Supplies and Special Cars.

The Company may transport along and upon its lines in supply cars, such materials, supplies, appliances and tools as it may need for the construction, maintenance and operation of its lines. It may carry mail for the Government of the United States and newspapers, and it may carry packages and other freight and make reasonable charges therefor and the revenues received therefor shall be added to Gross Operating Revenue. It may operate express, passenger service and other special street cars, special coaches and special trolley coaches at rates to be approved from time to time by the State Commissioner, and the moneys received therefor shall be added to Gross Operating Revenue.

The transportation of materials, supplies, appliances, freight and mail, and the operation of special street cars, special coaches and special trolley coaches shall not be permitted to interfere unreasonably with or delay the carriage of passengers and shall at all times be subject to regulation by the Council, and cars used in the transportation of freight shall be of the type and operated at such times and in such manner during the day or night as shall be approved by the Council.

Section 15. Affiliated Lines Within the City.

The Company, its successors or assigns, is hereby given the right to enter into and perform an operating agreement with the Portland Electric Power Company, a corporation, and its successors or assigns for the use of its existing tracks within the city provided that such use shall not unreasonably interfere with the operation of the Company under this franchise and its obligations thereunder, and provided further that the type of all interurban, suburban, supply and freight cars so used and the routes thereof shall be subject to the approval of the Council and for the use of such tracks and for electric energy said Portland Electric Power Company, its successors and assigns shall be charged monthly such reasonable amounts as may be agreed upon between the Council and the Company and such reasonable charges shall be added by the Company monthly to the gross revenues of the Company.

Section 16. Equipment and Facilities.

(1) Initial Modernization Plan. Wherever the term "initial modernization plan" is used herein, it shall mean and include (a) the purchase, use and operation on routes hereinafter designated, of not less than one hundred twenty trolley coaches of latest design and each having a seating capacity of not less than forty passengers, (b) the purchase, use and operation, on routes hereinafter designated, of not less than thirty-five coaches of latest design and each having a seating capacity of not less than thirty passengers, (c) the operation of existing street railway lines, on routes hereinafter designated, (d) the operation of existing coach lines, on the routes hereinafter designated, (e) the installation of the overhead system required for the operation of trolley coaches on routes hereinafter designated, (f) the repair of street areas wherein street railway operations will be initially abandoned under the terms of this ordinance, (g) the construction of new track facilities on routes hereinafter designated as "new street railway lines" and (h) the purchase, installation and use of whatever auxiliary equipment and materials may be necessary for the operation of the facilities herein described. Such equipment shall not be put into operation until the Council shall, by resolution, first approve the general type and design thereof.

(2) Ultimate Modernization Plan. Wherever the term "ultimate modernization plan" is used herein, it shall be held to mean and include the purchase, use and operation of such additional equipment and facilities as may be agreed upon between the Council and the Company, the same to be purchased from any funds available in the "capital reserve fund" as hereinafter defined, or by the use of the Company's credit.

east Multnomah Street, [illegible] Grand Avenue, Northeast Holladay Street, North Williams Avenue, Railroad Bridge, Northwest Glisan Street, Northwest 5th Avenue, Southwest 5th Avenue, Southwest Washington Street, Southwest Broadway, Northwest Broadway, Northwest Glisan Street and outbound same route as inbound.

Kings Heights

Inbound: From Northwest Valla Vista Terrace and Northwest Hermosa Boulevard via Northwest Hermosa Boulevard, Northwest Macleay Boulevard, West Burnside Street to Northwest 23rd Avenue. Return same route.

Mississippi

Inbound: From North Denver Avenue and North Argyle Street via North Denver Avenue, North Lombard Street, North Albina Avenue, North Mississippi Avenue, North Interstate Avenue Broadway Bridge, Northwest Broadway, Southwest Broadway, Southwest Salmon Street, Southwest 6th Avenue, Southwest Main Street, Southwest Broadway to Southwest Salmon Street and outbound same route as inbound.

Montavilla

Inbound: From Southeast 80th Avenue and Southeast Stark Street via Southeast 80th Avenue, Northeast 80th Avenue to Northeast Glisan Street; also from Northeast Glisan Street and Northeast 90th Avenue via Northeast Glisan Street, Northeast 28th Avenue, Southeast 28th Avenue, Southeast Ankeny Street, Southeast Grand Avenue, Southeast Morrison Street, Morrison Bridge, Southwest Morrison Street, Southwest 3rd Avenue, Southwest Yamhill Street, Southwest 2nd Avenue to Southwest Morrison Street and outbound same route as inbound.

Mount Tabor

Inbound: From Southeast Yamhill Street and Southeast 88th Avenue via Southeast Yamhill Street, Southeast 76th Avenue, Southeast Taylor Street, Private Right of Way, Southeast Belmont Street, Private Right of Way, Southeast Morrison Street, Morrison Bridge, Southwest Morrison Street, Southwest 11th Avenue, Southwest Hall Street, Southwest 13th Avenue, Southwest Montgomery Street to Southwest 11th Avenue and outbound same route as inbound.

Sellwood

Inbound: From Southeast 13th Avenue and Ochoco Street via Southeast 13th Avenue, Southeast Bybee Boulevard, Southeast Milwaukie Avenue, Southeast 12th Avenue, Southeast Hawthorne Boulevard, Hawthorne Bridge, Southwest Madison Street, Southwest 2nd Avenue, Southwest Alder Street, Southwest 1st Avenue, to Southwest Madison Street and outbound same route as inbound except on Southeast 11th Avenue between Southeast Hawthorne Boulevard and Southeast Milwaukie Avenue.

Twenty-Third

Inbound: From Northwest Upshur Street and Northwest 27th Avenue via Northwest Upshur Street, Northwest 25th Avenue, Northwest Thurman street, Northwest 23rd Avenue, West Burnside Street, Southwest Washington Street, Southwest 3rd Avenue, Southwest Alder Street, Southwest 2nd Avenue to Southwest Washington Street and outbound same route as inbound to Northwest 25th Avenue and Northwest Thurman Street, then Northwest Thurman Street, Northwest 27th Avenue to Northwest Upshur Street.

Vancouver

Inbound: From Northeast Union Avenue at Columbia Boulevard via Northeast Union Avenue, Northeast Oregon Street, Railroad Bridge, Northwest 3rd Avenue, Southwest 3rd Avenue, Southwest Washington Street, Southwest 2nd Avenue, Southwest Pine Street to Southwest 3rd Avenue and outbound same route as inbound.

Westover

Inbound: From Northwest Cumberland Road and Northwest Ariel Terrace via Northwest Cumberland Road, Northwest Westover Road, Northwest Cornell Road, Northwest Pettygrove Street, Northwest 25th Avenue, Northwest Northrup Street, Northwest 21st Avenue, Northwest Glisan Street, Northwest 19th Avenue, West Burnside Street, Southwest Washington Street, Southwest 3rd Avenue, Southwest Morrison Street, Southwest 19th Avenue and outbound same route as inbound.

Willamette Heights

Inbound: From Northwest Thurman Street and Northwest Gordon Avenue via Northwest Thurman Street, Northwest 27th Avenue, Northwest Raleigh Street, Northwest 25th Avenue, Northwest Northrup Street, Northwest 21st Avenue, Northwest Glisan Street, Northwest 19th Avenue, West Burnside Street, Southwest Washington Street, Southwest 3rd Avenue, Southwest Morrison Street, Southwest 19th Avenue and outbound same route as inbound.

ROUTES OF COACH LINES

St. Johns Loop

Westbound: From North Willamette Boulevard and North Olin Ave-

Siskiyou Street, [illegible] nue, Northeast Wistaria Drive, Northeast 42nd Avenue, Northeast Hancock Street, Northeast 45th Avenue, Northeast Halsey Street, Northeast 82nd Avenue to Northeast Thompson Street and outbound same route as inbound.

Thirty-Third

Northbound: From Northeast 22nd Avenue and Northeast Broadway via Northeast 22nd Avenue, Northeast Schuyler Street, Northeast 24th Avenue, Northeast Broadway, Northeast 33rd Avenue, Northeast Columbia Boulevard to Broadmoor Golf Course and southbound same route as northbound to Northeast 24th Avenue and Northeast Broadway Street then Northeast Broadway Street to Northeast 22nd Avenue.

Thirty-Ninth

Northbound: From Southeast 39th Avenue and Southeast Gladstone Street via Southeast Gladstone Street, Southeast 37th Avenue, Southeast Center Street, Southeast 39th Avenue, Northeast 39th Avenue, Northeast Wasco Street, Northeast 37th Avenue, Northeast Knott Street, Northeast 21st Avenue, Northeast Brazee Street, Northeast 22nd Avenue, to Northeast Knott Street, then southbound same route to Southeast 39th Avenue and Southeast Center Street, then via Southeast 39th Avenue to Southeast Gladstone Street.

Fifty-Second

Inbound: From Southeast 82nd Avenue and Kendall Station via Southeast 82nd Avenue; also from Southeast 82nd Avenue and Southeast Woodstock Boulevard via Southeast 82nd Avenue, Southeast Duke Street, Southeast 52nd Avenue, Southeast Division Street, Southeast Ladd Avenue, Southeast Hawthorne Boulevard, Hawthorne Bridge, Southwest Madison Street, Southwest 5th Avenue, Southwest Yamhill Street, Southwest 6th Avenue, Southwest Madison Street to Southwest 5th Avenue and outbound same route as inbound.

Woodstock Boulevard

Inbound: From Southeast 62nd Avenue and Southeast Woodstock Boulevard via Southeast Woodstock Boulevard to Southeast 41st Avenue, and outbound same route as inbound.

Linnton

Under the terms of Ordinance 63094 a franchise was granted to the Linnton Transit Company to operate a coach line over the route therein designated from down-town Portland via St. Helens Road to the district known as Linnton. It is understood and agreed that upon the expiration of said franchise the Company shall make application to the City for permission under the terms of this ordinance to operate a coach line over substantially the same route as provided in said Ordinance No. 63094 granted to the said Linnton Transit Company.

Sellwood Bridge

The Company agrees that it shall, upon order of the Public Utilities Commissioner of the State of Oregon, or of any similar agency which may be created in the future, operate a motor coach line, connecting with its Sellwood street car line across the Sellwood Bridge to a connection with its North and South Portland trolley coach line.

Barbur Boulevard

The Company agrees that it shall, upon order of the Public Utilities Commissioner of the State of Oregon, or of any similar agency which may be created in the future, operate a motor coach line on Barbur Boulevard from the City Limits to the business district of the west side of the City.

ROUTES OF TROLLEY COACH LINES

Eastmoreland

Inbound: From Southeast Milwaukie Avenue and Southeast Bybee Boulevard, via Southeast Milwaukie Avenue, Southeast Claybourne Street, Southeast 17th Avenue, Southeast Bybee Boulevard, Southeast 28th Avenue, Southeast Rex Street, Southeast 34th Avenue, Southeast Woodstock Boulevard, Southeast 41st Avenue, Private Right of Way, Southeast 42nd Avenue, Southeast Gladstone Street, Southeast 28th Avenue, Southeast Rhone Street, Southeast 26th Avenue, Southeast Clinton Street, Southeast 12th Avenue, Southeast Hawthorne Boulevard, Hawthorne Bridge, Southwest Madison Street, Southwest 5th Avenue, Southwest Taylor Street, Southwest 6th Avenue, Southwest Madison Street to Southwest 5th Avenue, and outbound same route as inbound, to Southeast 11th Avenue and Southeast Hawthorne Boulevard, then on Southeast 11th Avenue, Southeast Division Street, Southeast 13th Avenue, to Southeast Clinton Street and same route as inbound.

Hawthorne

Inbound: From Southeast Division Street and Southeast 80th Avenue via Southeast Division Street, Southeast 60th Avenue, Southeast Lincoln Street, Southeast 54th Avenue, Southeast Hawthorne Boulevard, Hawthorne Bridge, Southwest Madison

Street, Southwest 5th Avenue, Southwest Taylor Street, Southwest 6th Avenue, Southwest Madison Street to Southwest 5th Avenue, and outbound same route as inbound.

Mount Scott

Inbound: From Southeast 72nd Avenue and Southeast Woodstock Boulevard via Southeast 72nd Avenue, Southeast Foster Road, Southeast 50th Avenue, Southeast Hawthorne Boulevard, Hawthorne Bridge, Southwest Madison Street, Southwest 5th Avenue, Southwest Taylor Street, Southwest 6th Avenue, Southwest Madison Street to Southwest 5th Avenue and outbound same route as inbound.

North and South Portland.

Southbound: From Northwest 24th Avenue and Northwest Nicolai Street via Northwest 24th Avenue, Northwest Thurman Street, Northwest 16th Avenue, Northwest Glisan Street, Northwest 3rd Avenue, Southwest 3rd Avenue, Southwest Grant Street, Southwest 1st Avenue, Southwest Porter Street, Southwest Front Avenue, Southwest Gibbs Street, Southwest Corbett Avenue, Southwest Nebraska Street, Southwest Virginia Avenue, Southwest Taylor Ferry Road to Riverview Cemetery, and northbound same route as southbound to Northwest Thurman Street and Northwest 21st Avenue, then Northwest 21st Avenue, Northwest Wilson Street, Northwest 22nd Avenue, Northwest Nicolai Street to Northwest 24th Avenue.

Rose City

Inbound: From Northeast Sandy Boulevard and Northeast 82nd Avenue via Northeast Sandy Boulevard, East Burnside Street, Burnside Bridge, West Burnside Street, Southwest 5th Avenue, Southwest Stark Street, Southwest 3rd Avenue to West Burnside Street and outbound same route as inbound.

St. Johns

Inbound: From North Jersey Street and North Chicago Avenue via North Jersey Street, North Columbia Boulevard, North Lombard Street, North Greeley Avenue, North Killingsworth Street, North Interstate Avenue, Broadway Bridge, Northwest Broadway, Southwest Broadway, Southwest Stark Street, Southwest 5th Avenue, Northwest 5th Avenue, Northwest Glisan Street to Northwest Broadway and outbound same route as inbound to North Jersey Street and North Chicago Avenue, then North Jersey Street, North St. Louis Avenue, North Ivanhoe Street, North Chicago Avenue to North Jersey Street.

Williams

Inbound: From Northeast Dekum Street and Northeast 18th Avenue via Northeast Dekum Street, Northeast Cleveland Avenue, Northeast Portland Boulevard, North Williams Avenue, Railroad Bridge, Northwest Glisan Street, Northwest 10th Avenue, Southwest 10th Avenue, Southwest Stark Street, Southwest 5th Avenue, Northwest 5th Avenue to Northwest Glisan Street and outbound same route as inbound.

In case of an emergency the Company may, subject to modification by the City Commissioner in charge fix service schedules and routes, but such schedules and routes so fixed by the Company shall continue in force only during the emergency.

Also, the Company is hereby granted the right and privilege, subject to modification by the Council, to operate its street cars, coaches and trolley coaches over convenient and practical routes upon the streets and public ways of the City, between the garages or repair shops of the Company and any street railway line, coach line or trolley coach line of the Company, and between the garages and repair shops of the Company, and the Company hereby agrees to notify the City of the establishment and any subsequent changes of such routes.

In the motor coach lines and trolley coach lines herein enumerated, there appear several left-hand turns in the west side business district of the City. At all times during the term of this franchise the Council shall have complete jurisdiction over the matter of left-hand turns in said district and if in its opinion any of such left-hand turns are not in the interest of public safety and convenience, the Council may direct such changes in routes as are necessary to reduce the number of left-hand turns.

Section 18. Service and Headway.

The Company shall not uuring the term of the franchise abandon service on any street car line or lines, coach line or lines or trolley coach line or lines, if such abandonment will seriously impair the mass transportation system in the City or leave substantial territories without transportation service. In the event the company desires to abandon any service on any street car, coach or trolley coach line or lines it shall petition the Council for leave so to do, which petition shall state the reasons for such proposed abandonment. Such petition shall be referred to the Department of Public Utilities which

shall be subject to the rules and regulations to be established from time to time by the Company, subject to the approval of the City Commissioner in charge and shall only be accepted as fare under the fare structure then in force which provides for such tickets, tokens or passes, but all tickets or tokens, excepting pass coupons, which may have been bona fidely purchased and which may not be acceptable under the fare structure in force at the time said tickets or tokens are offered, will be redeemed upon presentation at any ticket office of the Company and at the price paid therefor.

(3) School Tickets. Special school tickets, good for the transportation of bona fide students of public and recognized private schools, shall be sold, and shall be valid until used, but such tickets will only be acceptable as fares on regular school days and if presented after 6:00 o'clock a. m., and before 6:00 o'clock p. m., or at such additional times as may be agreed upon by the Company and the Council. The Company may adopt such reasonable rules and regulations as may be necessary in relation to the use of such school tickets.

(4) Transfers. Transfers shall be issued in accordance with the fare structure in force at the time when such transfers may be demanded, and shall be subject to such rules and regulations as may be necessary to carry into effect the provisions of the fare structure under which the same are authorized, and shall be further subject to such regulations with reference to the use thereof as the Company and the Council may from time to time agree.

(5) Initial Fare Schedule. The fare schedule which shall be put into effect upon the effective date of this franchise, and under which passengers shall be transported within the corporate limits of the City shall be:

School tickets 4c each when purchased in books of 25; Weekly pass, $1.25;
Restricted single cash fare of 5c, without transfer privileges, good on the lines and within the limits as set forth in the Company's tariff included in Ordinance No. 63784, passed February 23, 1933;
Tokens or tickets 8 1/3c when purchased in quantities of three for 25c;
Single cash fare, 10c.

Upon presentation of any school ticket, token or ticket purchased, or upon the payment of a single cash fare, a passenger, upon demand therefor at the time of such presentment or payment, shall be issued a free transfer which shall entitle said passenger to continuous carriage in one general direction upon any other street car line, coach line or trolley coach line of the Company within the corporate limits of the City of Portland.

Children seven years of age and over, and children under seven years of age when occupying seats required for revenue passengers, or when traveling alone, shall pay the fare provided by the existing fare schedule. Children under seven years of age, when accompanied by a person who is being carried under any existing fare schedule, and when not occupying a seat required for a revenue passenger, shall be carried free.

(6) Tariffs to cover the transportation of any merchandise, special service, the chartering of street cars, coaches or trolley coaches and/or any tariffs, rules or regulations reasonably necessary in supplementing, interpreting, or enforcing the fare schedule, shall be established from time to time subject to the approval of the City Commissioner in charge.

(7) Policemen in uniform, firemen in uniform and employees of the Company shall be transported without charge.

Section 20. Termination by the Company.

If and when the gross revenue from operation of this transportation system within the City shall become less than the total expense of operation which shall include operating expenses, taxes, interest charges and depreciation, the Company may give six months' notice to the Council of such fact and that it elects to surrender its franchise and cease the operation of a transportation system thereunder. In such event the Company shall give a guarantee that its service will continue during the said six months and such other and further guarantees of franchise performance as may be adjudged reasonable; provided, however, upon receipt of such a notice the Council has the right to examine, through its own accounting officer, the books, accounts and vouchers of the Company for the purpose of ascertaining whether the gross revenue from the operation of the transportation system has become less than the total expense of operation inclusive of items as aforesaid. In the event the City's accounting officer does not agree with the Company on the facts, such accounting

compel the execution to it of an instrument of transfer and conveyance.

(3) That upon the acquisition of any such system or property the right of the holder of this franchise pursuant to which such system or property was operated shall cease and determine and the acquisition by the City of any such property or system shall operate to divest the holder of this franchise of all right, title and interest therein.

These provisions of this section shall bind the successors and assigns of the Portland Traction Company.

Section 22. Forfeiture.

In case of any failure by the Company to do and perform any of the terms and conditions of this franchise and when such failure shall continue for a period of thirty (30) days after written notice from the City to the Company, then and in that event the determination of whether or not there is a failure to comply with the terms and conditions of the franchise and as pointed out in the notice and in the event the Company contends there is no such failure, then the question in dispute shall be referred to the City Attorney by the Council with directions that the City Attorney commence a suit in the Circuit Court of the State of Oregon for Multnomah County under the provisions of the declaratory judgment law of the State of Oregon for the purpose of having the rights of the Company and the City determined on the questions involved. If the court determines there is a failure to comply with the notice of the City the Company shall within ninety (90) days correct such failure, and upon failure of the Company so to do the City shall have the full right, power and authority, acting by and through the Council to declare a termination and forfeiture of this franchise.

Section 23. Manner of Agreement by City.

Any agreement by the City with the Company pursuant to the terms of this franchise shall be construed as an administrative act of the City and shall be consummated on the part of the City by the adoption of a resolution by the Council, and whenever it shall be necessary to execute a formal agreement said resolution shall provide that such an agreement may be executed on the part of the City by such officer or officers thereof as may be named in such resolution; provided, however, that on matters of agreement between the City and the Company, legislative in character, such agreement must be authorized by ordinance.

Section 24. Manner of Giving Notice.

Whenever by the terms of this ordinance notice is required to be given to the company, it shall be by a notice in writing addressed to the principal office of the company in the City of Portland, Oregon, and whenever notice is required to be given to the City it shall be in writing addressed to the City and delivered at the office of the Auditor of the City.

Section 25. Time of Commencement of Operation.

(1) Initial Modernization Plan. The Company agrees that within one year from the effective date of this ordinance, it will purchase, place in operation and use the equipment and facilities heretofore described in the definition "Initial Modernization Plan"; but with reference to the repair of the street paving included in the track area of street railway lines to be abandoned as provided by said "Initial Modernization Plan" it is agreed that such repairs shall be completed within four years from the effective date of this ordinance under an orderly program to be agreed upon between the Company and the Council. In order to enable the grantee to continue operation of its existing street car and coach lines as may be necessary in gradually changing over to the adoption of the initial modernization plan, the grantee is hereby given the right and privilege for a period of one year from the effective date of this ordinance to continue to operate its street cars and coaches over the street railway lines and coach lines as the same may exist on the effective date of this ordinance.

(2) Ultimate Modernization Plan. During the first ten-year period immediately following the effective date of this ordinance, the Company agrees to set aside, as a capital reserve fund, seventy-five per cent of the net profits resulting from its operations hereunder and to expend such capital reserve fund from time to time as may be agreed upon by the Council and the Company in the further modernization of the Company's mass transportation system; it is the intent and purpose that the Company, provided funds are available therefor in the capital reserve fund, shall proceed on an orderly program over a period of ten years for a complete modernization of its mass transportation system.

Section 26. Acceptance.

struct, maintain and operate a street railway, coach and trolley coach transportation system in the City of Portland for twenty years.

SHALL SAID ORDINANCE BE APPROVED?

500 Yes, I vote for the franchise ordinance.

501 No, I vote against the franchise ordinance.

The Council of the City of Portland by Resolution No. 21128 adopted on the 19th day of December, 1935, submitted the foregoing measure to the legal voters of the City of Portland, Oregon, to be voted upon at the Special Municipal Election to be held in said City on the 31st day of January, 1936, and the foregoing measure and ballot title are published pursuant to the laws and ordinances in such cases made and provided.

Dated this 7th day of January, 1936.

Date of first publication, January 8, 1936.

Date of last publication, January 9. 1936.

GEO. R. FUNK,
Auditor of the City of Portland.

CHARTER AMENDMENT SUBMITTED TO THE VOTERS BY THE COUNCIL.

AN ACT

To amend an act of the Legislative Assembly of the State of Oregon entitled, "An Act to incorporate the City of Portland, Multnomah County, State of Oregon, and to provide a charter therefor and to repeal all acts or parts of acts in conflict therewith," filed in the office of the Secretary of State January 23, 1903, as subsequently amended by the legislature and by the people of the City of Portland from time to time, and as revised, codified and arranged by Ordinance No. 29350, passed August 19, 1914, amended June 6, 1928, by adding thereto a new section to be numbered Section 195½ and authorizing the levy of a special tax in a sum not exceeding $25,000.00 in addition to all other authorized general and special taxes, and authorizing the proceeds from the said special tax levy to be expended by the Council for the purpose of redeeming scrip heretofore issued under and in pursuance of Ordinance No. 63980 entitled, "An Ordinance adopting a plan for joint issuance for Multnomah County, Oregon, and the City of Portland of self-liquidating scrip to be used for the relief of unemployment and other purposes, and declaring an emergency," passed by the Council April 5th, 1933, and Ordinance No. 64026 entitled, "An Ordinance amending Ordinance No. 63980," passed by the Council April 13th, 1933.

BE IT ENACTED BY THE PEOPLE OF THE CITY OF PORTLAND, OREGON:

Section 1. That an act of the Legislative Assembly of the State of Oregon entitled, "An Act to incorporate the City of Portland, Multnomah County, State of Oregon, and to provide a charter therefor and to repeal all acts or parts of acts in conflict therewith," filed in the office of the Secretary of State, January 23, 1903, and as subsequently amended by the Legislature and by the people of the City of Portland from time to time, and as revised, codified and arranged by Ordinance No. 29350, passed August 19, 1914, amended June 6, 1928, hereby is amended by adding thereto a new section to be numbered Section 195½ reading:

Section 195½. SPECIAL TAX FOR REDEEMING SCRIP ISSUED UNDER AUTHORITY OF ORDINANCES NUMBERED 63980 AND 64026.

The Council for the fiscal year 1937 only, shall incorporate in its budget for that year an item of Twenty-five Thousand Dollars ($25,000.00) to cover redemption of scrip and, in addition to the regular tax and all other special taxes authorized by law for the year 1937, levy for the fiscal year 1937 an additional special tax of $25,000.00 upon all of the property in the City of Portland not exempt from taxation, to provide a scrip redemption fund, and the Council is authorized to expend the proceeds of said scrip redemption fund in redeeming scrip, which scrip was issued in conformity with Ordinance No. 63980 entitled, "An Ordinance adopting a plan for joint issuance for Multnomah County, Oregon, and the City of Portland of self liquidating scrip to be used for the relief of unemployment and other purposes, and declaring an emergency," passed by the Council April 5th, 1933, and Ordinance No. 64026 entitled, "An Ordinance amending Ordinance No. 63980," passed by the Council April 13th, 1933. The Council is authorized to enact such additional legislation as may be necessary, prescribing rules and regulations governing the redemption of the scrip. The special tax of $25,000.00 herein provided for hereby is specifically authorized for the year 1937 only, and shall not be compel the execution to it of an instrument of transfer and conveyance.

(3) That upon the acquisition of any such system or property the right of the holder of this franchise pursuant to which such system or property was operated shall cease and determine and the acquisition by the City of any such property or system shall operate to divest the holder of this franchise of all right, title and interest therein.

These provisions of this section shall bind the successors and assigns of the Portland Traction Company.

Section 22. Forfeiture.

In case of any failure by the Company to do and perform any of the terms and conditions of this franchise and when such failure shall continue for a period of thirty (30) days after written notice from the City to the Company, then and in that event the determination of whether or not there is a failure to comply with the terms and conditions of the franchise and as pointed out in the notice and in the event the Company contends there is no such failure, then the question in dispute shall be referred to the City Attorney by the Council with directions that the City Attorney commence a suit in the Circuit Court of the State of Oregon for Multnomah County under the provisions of the declaratory judgment law of the State of Oregon for the purpose of having the rights of the Company and the City determined on the questions involved. If the court determines there is a failure to comply with the notice of the City the Company shall within ninety (90) days correct such failure, and upon failure of the Company so to do the City shall have the full right, power and authority, acting by and through the Council to declare a termination and forfeiture of this franchise.

Section 23. Manner of Agreement by City.

Any agreement by the City with the Company pursuant to the terms of this franchise shall be construed as an administrative act of the City and shall be consummated on the part of the City by the adoption of a resolution by the Council, and whenever it shall be necessary to execute a formal agreement said resolution shall provide that such an agreement may be executed on the part of the City by such officer or officers thereof as may be named in such resolution; provided, however, that on matters of agreement between the City and the Company, legislative in character, such agreement must be authorized by ordinance.

Section 24. Manner of Giving Notice.

Whenever by the terms of this ordinance notice is required to be given to the company, it shall be by a notice in writing addressed to the principal office of the company in the City of Portland, Oregon, and whenever notice is required to be given to the City it shall be in writing addressed to the City and delivered at the office of the Auditor of the City.

Section 25. Time of Commencement of Operation.

(1) Initial Modernization Plan. The Company agrees that within one year from the effective date of this ordinance, it will purchase, place in operation and use the equipment and facilities heretofore described in the definition "Initial Modernization Plan"; but with reference to the repair of the street paving included in the track area of street railway lines to be abandoned as provided by said "Initial Modernization Plan" it is agreed that such repairs shall be completed within four years from the effective date of this ordinance under an orderly program to be agreed upon between the Company and the Council. In order to enable the grantee to continue operation of its existing street car and coach lines as may be necessary in gradually changing over to the adoption of the initial modernization plan, the grantee is hereby given the right and privilege for a period of one year from the effective date of this ordinance to continue to operate its street cars and coaches over the street railway lines and coach lines as the same may exist on the effective date of this ordinance.

(2) Ultimate Modernization Plan. During the first ten-year period immediately following the effective date of this ordinance, the Company agrees to set aside, as a capital reserve fund, seventy-five per cent of the net profits resulting from its operations hereunder and to expend such capital reserve fund from time to time as may be agreed upon by the Council and the Company in the further modernization of the Company's mass transportation system; it is the intent and purpose that the Company, provided funds are available therefor in the capital reserve fund, shall proceed on an orderly program over a period of ten years for a complete modernization of its mass transpor-

struct, maintain and operate a street railway, coach and trolley coach transportation system in the City of Portland for twenty years.

SHALL SAID ORDINANCE BE APPROVED?

500 Yes, I vote for the franchise ordinance.

501 No, I vote against the franchise ordinance.

The Council of the City of Portland by Resolution No. 21128 adopted on the 19th day of December, 1935, submitted the foregoing measure to the legal voters of the City of Portland, Oregon, to be voted upon at the Special Municipal Election to be held in said City on the 31st day of January, 1936, and the foregoing measure and ballot title are published pursuant to the laws and ordinances in such cases made and provided.

Dated this 7th day of January, 1936.

Date of first publication, January 8, 1936.

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GEO. R. FUNK,
Auditor of the City of Portland.

CHARTER AMENDMENT SUBMITTED TO THE VOTERS BY THE COUNCIL.

AN ACT

To amend an act of the Legislative Assembly of the State of Oregon entitled, "An Act to incorporate the City of Portland, Multnomah County, State of Oregon, and to provide a charter therefor and to repeal all acts or parts of acts in conflict therewith," filed in the office of the Secretary of State January 23, 1903, as subsequently amended by the legislature and by the people of the City of Portland from time to time, and as revised, codified and arranged by Ordinance No. 29350, passed August 19, 1914, amended June 6, 1928, by adding thereto a new section to be numbered Section 195½ and authorizing the levy of a special tax in a sum not exceeding $25,000.00 in addition to all other authorized general and special taxes, and authorizing the proceeds from the said special tax levy to be expended by the Council for the purpose of redeeming scrip heretofore issued under and in pursuance of Ordinance No. 63980 entitled, "An Ordinance adopting a plan for joint issuance for Multnomah County, Oregon, and the City of Portland of self-liquidating scrip to be used for the relief of unemployment and other purposes, and declaring an emergency," passed by the Council April 5th, 1933, and Ordinance No. 64026 entitled, "An Ordinance amending Ordinance No. 63980," passed by the Council April 13th, 1933.

BE IT ENACTED BY THE PEOPLE OF THE CITY OF PORTLAND, OREGON:

Section 1. That an act of the Legislative Assembly of the State of Oregon entitled, "An Act to incorporate the City of Portland, Multnomah County, State of Oregon, and to provide a charter therefor and to repeal all acts or parts of acts in conflict therewith," filed in the office of the Secretary of State, January 23, 1903, and as subsequently amended by the Legislature and by the people of the City of Portland from time to time, and as revised, codified and arranged by Ordinance No. 29350, passed August 19, 1914, amended June 6, 1928, hereby is amended by adding thereto a new section to be numbered Section 195½ reading:

Section 195½. SPECIAL TAX FOR REDEEMING SCRIP ISSUED UNDER AUTHORITY OF ORDINANCES NUMBERED 63980 AND 64026.

The Council for the fiscal year 1937 only, shall incorporate in its budget for that year an item of Twenty-five Thousand Dollars ($25,000.00) to cover redemption of scrip and, in addition to the regular tax and all other special taxes authorized by law for the year 1937, levy for the fiscal year 1937 an additional special tax of $25,000.00 upon all of the property in the City of Portland not exempt from taxation, to provide a scrip redemption fund, and the Council is authorized to expend the proceeds of said scrip redemption fund in redeeming scrip, which scrip was issued in conformity with Ordinance No. 63980 entitled, "An Ordinance adopting a plan for joint issuance for Multnomah County, Oregon, and the City of Portland of self liquidating scrip to be used for the relief of unemployment and other purposes, and declaring an emergency," passed by the Council April 5th, 1933, and Ordinance No. 64026 entitled, "An Ordinance amending Ordinance No. 63980," passed by the Council April 13th, 1933. The Council is authorized to enact such additional legislation as may be necessary, prescribing rules and regulations governing the redemption of the scrip. The special

submitted the foregoing measure to the legal voters of the City of Portland, Oregon, to be voted upon at the Special Municipal Election to be held in said City on the 31st day of January, 1936, and the foregoing measure and ballot title are published pursuant to the laws and ordinances in such cases made and provided.

Dated this 7th day of January, 1936.

Date of first publication January 8, 1936.

Date of last publication January 9, 1936.

GEO. R. FUNK,
Auditor of the City of Portland.

CHARTER AMENDMENT SUBMITTED TO THE VOTERS BY THE COUNCIL.

AN ACT

To amend an act of the Legislative Assembly of the State of Oregon entitled, "An Act to incorporate the City of Portland, Multnomah County, State of Oregon, and to provide a charter therefor and to repeal all acts or parts of acts in conflict therewith", filed in the office of the Secretary of State January 23, 1903, as subsequently amended by the legislature and by the people of the City of Portland from time to time, and as revised, codified and arranged by Ordinance No. 29350, passed August 19, 1914, amended June 6, 1928, by adding thereto a new section to be numbered section 195¾, authorizing the levy of a special tax for the year 1937 only, in the sum of $50,000, in addition to all other authorized general or special taxes, and authorizing the proceeds from the said special tax levy to be expended by the Council for the purpose of investigating and studying the economic worth and financial value of the Northwestern Electric Company, a corporation organized under the laws of the State of Washington, and making appraisals of the property and plant of said Northwestern Electric Company for the purpose of determining by arbitration the valuation of said property and plant of said company and used in connection with its electric light, heat, and power system in the City of Portland, and providing that pending the collection of said special tax the Council may borrow from the general fund not exceeding $50,000, and further providing that in the event a tax levy is authorized, the question of whether or not the city shall acquire said property on the arbitration value shall be submitted to the voters at a special election to be held on Friday, February 26, 1937, and authorizing additional legislation on the part of the Council and the right to employ and compensate persons to make such investigations, studies and appraisals, and providing that the said special tax of $50,000 is specifically authorized for the year 1937 only and shall not be computed as a part of the revenue raised during such year for general or authorized special taxation which are subject to the tax limitations of section 11 of article XI of the Constitution of the State of Oregon, but shall be in addition to all other general or special taxes which may be levied according to law.

BE IT ENACTED BY THE PEOPLE OF THE CITY OF PORTLAND, OREGON:

Section 1. That an act of the Legislative Assembly of the State of Oregon entitled, "An Act to incorporate the City of Portland, Multnomah County, State of Oregon, and to provide a charter therefor and to repeal all acts or parts of acts in conflict therewith", filed in the office of the Secretary of State, January 23, 1903, and as subsequently amended by the Legislature and by the people of the City of Portland from time to time, and as revised, codified and arranged by Ordinance No. 29350, passed August 19, 1914, amended June 6, 1928, hereby is amended by adding thereto a new section to be numbered section 195¾ reading:

Section 195¾. SPECIAL TAX LEVY PURPOSE OF PAYING COST OF ARRIVING BY ARBITRATION AT VALUATION OF PLANT AND PROPERTIES OF NORTHWESTEN ELECTRIC COMPANY AND ITS ELECTRIC LIGHT, HEAT AND POWER SYSTEM IN THE CITY.

The Council for the fiscal year 1937 only shall incorporate in the budget for that year an item of $50,000 to cover the cost of arriving at the valuation of the plant and properties constituting the electric light, heat and power system of the Northwestern Electric Company in the city and, in addition to the regular tax, and all other special taxes, authorized by law for the year 1937, levy for the fiscal year 1937 only an

authority to employ and compensate such persons as it may deem necessary to employ to make such investigation, studies and appraisals, including compensation to arbitrators, and such persons shall not be subject to the civil service requirements of the charter. The Council is granted authority to enact such further legislation as it may deem necessary to fully carry out the power hereby granted. Pending the collection of said special tax the Council hereby is authorized to borrow from the general fund, from time to time, sufficient funds, not exceding a total of $50,000, to meet the current expenses incurred in carrying out the authorized purposes of this section. The general fund shall be reimbursed, together with interest at the then current rate, for moneys loaned to said special tax fund, as soon as and when moneys are received by the City Treasurer from said special tax levy. The said special tax of $50,000 hereby is specially authorized for the year 1937 only and shall not be computed as a part of the revenue received during such year for general or authorized special taxation which are subject to the tax limitations of section 11 of article XI of the Constitution of the State of Oregon, but shall be in addition to all other general or special taxes.

The ballot title adopted for the foregoing measure is as follows:

CHARTER AMENDMENT SUBMITTED TO THE VOTERS BY THE COUNCIL:

Act amending charter by adding thereto a new section, reading:

Section 195¾. SPECIAL TAX LEVY PURPOSE OF PAYING COST OF ARRIVING BY ARBITRATION AT VALUATION OF PLANT AND PROPERTIES OF NORTHWESTERN ELECTRIC COMPANY AND ITS ELECTRIC LIGHT, HEAT AND POWER SYSTEM IN THE CITY.

The Council for the fiscal year 1937 only shall incorporate in the budget for that year an item of $50,000 to cover the cost of arriving at the valuation of the plant and properties constituting the electric light, heat and power system of the Northwestern Electric Company in the city and, in addition to the regular tax, and all other special taxes, authorized by law for the year 1937, levy for the fiscal year 1937 only an additional special tax of $50,000 upon all of the property in the City of Portland not exempt from taxation, to provide a special fund, and the moneys received from the said special tax levy shall be, by the City Treasurer, placed in a special fund. The Council hereby is granted authority to expend the moneys in said special tax fund for the purpose of paying the cost of investigating and making studies of the economic worth and financial value of the Northwestern Electric Company, a corporation organized under the laws of the State of Washington and owning, maintaining and operating an electric light, heat and power system in the city under a franchise granted by the Council, and by the people of the city, by Ordinance No. 25930, passed by the Council September 25, 1912, approved by the Mayor October 1, 1912, and approved by the people November 2, 1912, and in paying the cost of appraising the properties constituting the electric light, heat and power system, in whole or in part, and as located within the corporate limits of the city of said company, with a view of determining whether the city shall acquire said electric light, heat and power properties constituting said system as a whole, or any part thereof, and to pay the cost thereof as determined by a valuation made by arbitration and in the manner and as provided in paragraph 4 of section 14 of said franchise ordinance No. 25930. When the value of the property of said company proposed to be acquired by the city is determined in the manner and as provided by said franchise ordinance No. 25930, it shall be mandatory upon the Council to submit to the voters of the city the question of whether or not the city shall acquire the said property and pay the cost thereof as determined by the said arbitration, and it shall be mandatory upon the Council to call a special election for the purpose of submitting such question to the voters, which special election shall be called for and held on Friday, February 26, 1937, and the Council shall not submit any other question to the voters at said special election. In the event the voters authorize the Council to purchase the said property and pay the cost as determined by the said arbitration and to thereafter maintain and operate the said property so acquired as a municipal utility, the said municipal utility shall inbound.

In case of an emergency the Company may, subject to modification by the City Commissioner in charge fix service schedules and routes, but such schedules and routes so fixed by the Company shall continue in force only during the emergency.

Also, the Company is hereby granted the right and privilege, subject to modification by the Council, to operate its street cars, coaches and trolley coaches over convenient and practical routes upon the streets and public ways of the City, between the garages or repair shops of the Company and any street railway line, coach line or trolley coach line of the Company, and between the garages and repair shops of the Company, and the Company hereby agrees to notify the City of the establishment and any subsequent changes of such routes.

In the motor coach lines and trolley coach lines herein enumerated, there appear several left-hand turns in the west side business district of the City. At all times during the term of this franchise the Council shall have complete jurisdiction over the matter of left-hand turns in said district and if in its opinion any of such left-hand turns are not in the interest of public safety and convenience, the Council may direct such changes in routes as are necessary to reduce the number of left-hand turns.

Section 18. Service and Headway.

The Company shall not during the term of the franchise abandon service on any street car line or lines, coach line or lines or trolley coach line or lines, if such abandonment will seriously impair the mass transportation system in the City or leave substantial territories without transportation service. In the event the company desires to abandon any service on any street car, coach or trolley coach line or lines it shall petition the Council for leave so to do, which petition shall state the reasons for such proposed abandonment. Such petition shall be referred to the Department of Public Utilities which department shall make an investigation of the facts and report its findings, together with such recommendations as may seem proper in the premises; thereafter said petition and the report of the Department of Public Utilities shall be heard, considered and determined by resolution of the Council. At no time during the term of this franchise, except with the consent of the Council shall the Company operate street cars, coaches or trolley coaches at a greater interval than thirty (30) minutes between the hours of 6:00 a. m. and 12:00 midnight on the following lines:

- Arlington Heights,
- 52nd Avenue,
- Siskiyou-Halsey Street,
- Killingsworth Avenue,
- King's Heights,
- Sam Jackson Park,
- Westover,
- Vancouver line to Columbia Boulevard,
- Barbur Boulevard,
- Jefferson Street,
- 33rd Avenue,
- Woodstock Boulevard,
- Linnton and
- Sellwood Bridge.

On all remaining street railway, coach and trolley coach lines the Company shall not, except with the consent of the Council during the term of this franchise operate street cars, coaches or trolley coaches at a greater interval than fifteen (15) minutes between the hour of 6:00 a. m. and 12:00 midnight.

Section 19. Initial, Minimum and Maximum Fares.

(1) Basis of Fare. In the absence of any substantial change in the purchasing power of money from such power existing as of the effective date of this ordinance, the minimum fare for the transportation of a passenger hereunder, except upon school tickets, shall be five cents for any single ride between terminal points of any line, and the maximum fare for the transportation of such a passenger shall be ten cents for any single ride, including transfer privileges as provided in sub-section (4) of this section. It is the purpose of the parties to provide only a minimum and maximum cash fare by the terms of this franchise, to the end that the Company, subject to the approval of the Council, may make such changes, and experiments in fare structures, in tickets, commutation tickets, weekly or other passes, tokens, transfers, and such other fare devices as may be in the best interest of both the Public and the Company.

(2) Tickets, Tokens and Passes. If tickets, tokens, weekly passes, or other passes, are provided for in any fare structure, then such tickets, tokens, weekly passes or other passes, for revenue passengers, or when traveling alone, shall pay the fare provided by the existing fare schedule. Children under seven years of age, when accompanied by a person who is being carried under any existing fare schedule, and when not occupying a seat required for a revenue passenger, shall be carried free.

(6) Tariffs to cover the transportation of any merchandise, special service, the chartering of street cars, coaches or trolley coaches and/or any tariffs, rules or regulations reasonably necessary in supplementing, interpreting, or enforcing the fare schedule, shall be established from time to time subject to the approval of the City Commissioner in charge.

(7) Policemen in uniform, firemen in uniform and employees of the Company shall be transported without charge.

Section 20. Termination by the Company.

If and when the gross revenue from operation of this transportation system within the City shall become less than the total expense of operation which shall include operating expenses, taxes, interest charges and depreciation, the Company may give six months' notice to the Council of such fact and that it elects to surrender its franchise and cease the operation of a transportation system thereunder. In such event the Company shall give a guarantee that its service will continue during the said six months and such other and further guarantees of franchise performance as may be adjudged reasonable; provided, however, upon receipt of such a notice the Council has the right to examine, through its own accounting officer, the books, accounts and vouchers of the Company for the purpose of ascertaining whether the gross revenue from the operation of the transportation system has become less than the total expense of operation inclusive of items as aforesaid. In the event the City's accounting officer does not agree with the Company on the facts, such accounting officer shall file his report with the Auditor, who shall transmit same to the Council. The Council shall then consider the facts with the Company and in the event the Company and the Council cannot agree, then the City Attorney shall be authorized to and shall, as directed by the Council, commence a suit in the Circuit Court of the State of Oregon for Multnomah County, under the provisions of the declaratory judgment law of the State of Oregon, for the purpose of having the rights of the Company and the City determined on the questions involved. At the time of giving the foregoing notice of the Company's election to surrender this franchise and cease the operation of the transportation system hereunder, the Company shall tender to the Council at the time of giving such notice such documents as shall legally transfer to the City all of the Company's right, title and interest in and to its tracks within the City and the overhead wires and poles used in connection therewith and in connection with the trolley coach lines and the necessary and incidental appurtenances thereto. The Council shall then have the option of accepting said transfer of title to said tracks and said overhead wires and poles used in connection therewith and in connection with the trolley coach lines and the necessary and incidental appurtenances thereto, but in the event that the Council does not accept such transfer the Company shall within twelve months remove the overhead wires and poles used in connection therewith and shall either pave over the track area in a manner satisfactory to the Council or when ordered by the Council remove the tracks and restore the paving in the track area in a manner to conform to the adjacent pavement as directed and approved by the City Engineer. In the event any such abandoned tracks are paved over, the Company shall keep such pavement in repair for a period of ten years.

Section 21. Purchase by City.

(1) The City may, in any lawful manner and upon the payment of a fair valuation, lawfully ascertained, purchase, condemn, acquire, take over and hold the property and system of the grantee in whole or in part; if such purchase or taking over be at the expiration of the term of the franchise such valuation shall not include any sum for the value of the franchise or grant under which such system and property is being operated.

(2) That upon payment by the City of a fair valuation as above stated the property and system so acquired shall become the property of the City without formal execution of any instrument of conveyance; provided, however, the City may, at its option,

the office of the Auditor of the City.

Section 25. Time of Commencement of Operation.

(1) Initial Modernization Plan. The Company agrees that within one year from the effective date of this ordinance, it will purchase, place in operation and use the equipment and facilities heretofore described in the definition "Initial Modernization Plan"; but with reference to the repair of the street paving included in the track area of street railway lines to be abandoned as provided by said "Initial Modernization Plan" it is agreed that such repairs shall be completed within four years from the effective date of this ordinance under an orderly program to be agreed upon between the Company and the Council. In order to enable the grantee to continue operation of its existing street car and coach lines as may be necessary in gradually changing over to the adoption of the initial modernization plan, the grantee is hereby given the right and privilege for a period of one year from the effective date of this ordinance to continue to operate its street cars and coaches over the street railway lines and coach lines as the same may exist on the effective date of this ordinance.

(2) Ultimate Modernization Plan. During the first ten-year period immediately following the effective date of this ordinance, the Company agrees to set aside, as a capital reserve fund, seventy-five per cent of the net profits resulting from its operations hereunder and to expend such capital reserve fund from time to time as may be agreed upon by the Council and the Company in the further modernization of the Company's mass transportation system; it is the intent and purpose that the Company, provided funds are available therefor in the capital reserve fund, shall proceed on an orderly program over a period of ten years for a complete modernization of its mass transportation system.

Section 26. Acceptance.

The Company shall, within thirty days after the enactment of this franchise ordinance by the Council, file its written and unqualified acceptance, conditioned only upon the approval of this Ordinance by the voters of the City within ninety days from the filing of said acceptance, of all of the terms, restrictions and conditions contained in this franchise ordinance, in form satisfactory to the Council. A failure to file such written acceptance within said time shall render this franchise ordinance, and all rights and privileges granted thereunder, void as though not enacted by the Council, and provided further that this franchise ordinance shall not become a law unless and until approved by the voters, in the manner provided by law.

Said acceptance shall be in substantially the following form:

"The Portland Traction Company hereby accepts the franchise as contained in an ordinance of the City of Portland numbered 67778 entitled 'An Ordinance granting a franchise to the Portland Traction Company, an Oregon corporation, its successors or assigns, to establish, construct, maintain and operate a street railway, coach and trolley coach transportation system in the City of Portland for twenty years', passed by the Council and approved by the Mayor on the 19th day of December, 1935, and does hereby agree, conditioned only upon the approval of this Ordinance by the voters of the City within ninety (90) days from the filing of this acceptance, to assume and perform all the obligations imposed upon it under the covenants, terms and conditions of said franchise as included in said ordinance, and to respect and give effect to all rights reserved or granted in said ordinance to the City of Portland.

Dated at Portland, Oregon, this 3rd day of January, 1936.

PORTLAND TRACTION COMPANY,
By W. H. LINES,
Vice-President.

Attest:
CLARENCE O. PHILLIPS,
Assistant Secretary."

Passed by the Council, December 19, 1935.

JOS. K. CARSON, JR.,
Mayor of the City of Portland.

Attest: GEO. R. FUNK,
Auditor of the City of Portland

The ballot title adopted for the foregoing measure is as follows:

ORDINANCE REFERRED TO THE VOTERS BY THE COUNCIL.

ORDINANCE NO. 67778

AN ORDINANCE granting a franchise to the Portland Traction Company, an Oregon corporation, its successors or assigns, to establish, con-

islative Assembly of the State of Oregon entitled, "An Act to incorporate the City of Portland, Multnomah County, State of Oregon, and to provide a charter therefor and to repeal all acts or parts of acts in conflict therewith," filed in the office of the Secretary of State, January 23, 1903, and as subsequently amended by the Legislature and by the people of the City of Portland from time to time, and as revised, codified and arranged by Ordinance No. 29350, passed August 19, 1914, amended June 6, 1928, hereby is amended by adding thereto a new section to be numbered Section 195½ reading:

Section 195½. SPECIAL TAX FOR REDEEMING SCRIP ISSUED UNDER AUTHORITY OF ORDINANCES NUMBERED 63980 AND 64026.

The Council for the fiscal year 1937 only, shall incorporate in its budget for that year an item of Twenty-five Thousand Dollars ($25,000.00) to cover redemption of scrip and, in addition to the regular tax and all other special taxes authorized by law for the year 1937, levy for the fiscal year 1937 an additional special tax of $25,000.00 upon all of the property in the City of Portland not exempt from taxation, to provide a scrip redemption fund, and the Council is authorized to expend the proceeds of said scrip redemption fund in redeeming scrip, which scrip was issued in conformity with Ordinance No. 63980 entitled, "An Ordinance adopting a plan for joint issuance for Multnomah County, Oregon, and the City of Portland of self liquidating scrip to be used for the relief of unemployment and other purposes, and declaring an emergency," passed by the Council April 5th, 1933, and Ordinance No. 64026 entitled, "An Ordinance amending Ordinance No. 63980," passed by the Council April 13th, 1933. The Council is authorized to enact such additional legislation as may be necessary, prescribing rules and regulations governing the redemption of the scrip. The special tax of $25,000.00 herein provided for hereby is specifically authorized for the year 1937 only, and shall not be computed as a part of the revenue raised during such year for general or authorized special taxation which are subject to the tax limitations of section 11 of article XI of the Constitution of the State of Oregon, but shall be in addition to all other general or special taxes which may be levied according to law.

The ballot title adopted for the foregoing measure is as follows:

CHARTER AMENDMENT SUBMITTED TO THE VOTERS BY THE COUNCIL.

Act amending charter by adding thereto a new section, reading:

Section 195½. SPECIAL TAX FOR REDEEMING SCRIP ISSUED UNDER AUTHORITY OF ORDINANCES NUMBERED 63980 AND 64026.

The Council for the fiscal year 1937 only, shall incorporate in its budget for that year an item of Twenty-five Thousand Dollars ($25,000.00) to cover redemption of scrip and, in addition to the regular tax and all other special taxes authorized by law for the year 1937, levy for the fiscal year 1937 an additional special tax of $25,000.00 upon all of the property in the City of Portland not exempt from taxation, to provide a scrip redemption fund, and the Council is authorized to expend the proceeds of said scrip redemption fund in redeeming scrip, which scrip was issued in conformity with Ordinance No. 63980 entitled, "An Ordinance adopting a plan for joint issuance for Multnomah County, Oregon, and the City of Portland of self liquidating scrip to be used for the relief of unemployment and other purposes, and declaring an emergency," passed by the Council April 5th, 1933, and Ordinance No. 64026 entitled, "An Ordinance amending Ordinance No. 63980," passed by the Council April 13th, 1933. The Council is authorized to enact such additional legislation as may be necessary, prescribing rules and regulations governing the redemption of the scrip. The special tax of $25,000.00 herein provided for hereby is specifically authorized for the year 1937 only, and shall not be computed as a part of the revenue raised during such year for general or authorized special taxation which are subject to the tax limitations of section 11 of article XI of the Constitution of the State of Oregon, but shall be in addition to all other general or special taxes which may be levied according to law.

Shall the charter be so amended?

502 Yes, I vote for the scrip redemption amendment.

503 No, I vote against the scrip redemption amendment.

The Council of the City of Portland by Resolution No. 21125 adopted on the 5th day of December, 1935, City of Portland, Oregon, and whenever notice is required to be given to the City it shall be in writing addressed to the City and delivered at the office of the Auditor of the City.

Section 25. Time of Commencement of Operation.

(1) Initial Modernization Plan. The Company agrees that within one year from the effective date of this ordinance, it will purchase, place in operation and use the equipment and facilities heretofore described in the definition "Initial Modernization Plan"; but with reference to the repair of the street paving included in the track area of street railway lines to be abandoned as provided by said "Initial Modernization Plan" it is agreed that such repairs shall be completed within four years from the effective date of this ordinance under an orderly program to be agreed upon between the Company and the Council. In order to enable the grantee to continue operation of its existing street car and coach lines as may be necessary in gradually changing over to the adoption of the initial modernization plan, the grantee is hereby given the right and privilege for a period of one year from the effective date of this ordinance to continue to operate its street cars and coaches over the street railway lines and coach lines as the same may exist on the effective date of this ordinance.

(2) Ultimate Modernization Plan. During the first ten-year period immediately following the effective date of this ordinance, the Company agrees to set aside, as a capital reserve fund, seventy-five per cent of the net profits resulting from its operations hereunder and to expend such capital reserve fund from time to time as may be agreed upon by the Council and the Company in the further modernization of the Company's mass transportation system; it is the intent and purpose that the Company, provided funds are available therefor in the capital reserve fund, shall proceed on an orderly program over a period of ten years for a complete modernization of its mass transportation system.

Section 26. Acceptance.

The Company shall, within thirty days after the enactment of this franchise ordinance by the Council, file its written and unqualified acceptance, conditioned only upon the approval of this Ordinance by the voters of the City within ninety days from the filing of said acceptance, of all of the terms, restrictions and conditions contained in this franchise ordinance, in form satisfactory to the Council. A failure to file such written acceptance within said time shall render this franchise ordinance, and all rights and privileges granted thereunder, void as though not enacted by the Council, and provided further that this franchise ordinance shall not become a law unless and until approved by the voters, in the manner provided by law.

Said acceptance shall be in substantially the following form:

"The Portland Traction Company hereby accepts the franchise as contained in an ordinance of the City of Portland numbered 67778 entitled 'An Ordinance granting a franchise to the Portland Traction Company, an Oregon corporation, its successors or assigns, to establish, construct, maintain and operate a street railway, coach and trolley coach transportation system in the City of Portland for twenty years', passed by the Council and approved by the Mayor on the 19th day of December, 1935, and does hereby agree, conditioned only upon the approval of this Ordinance by the voters of the City within ninety (90) days from the filing of this acceptance, to assume and perform all the obligations imposed upon it under the covenants, terms and conditions of said franchise as included in said ordinance, and to respect and give effect to all rights reserved or granted in said ordinance to the City of Portland.

Dated at Portland, Oregon, this 3rd day of January, 1936.

PORTLAND TRACTION COMPANY,
By W. H. LINES,
Vice-President.

Attest:
CLARENCE O. PHILLIPS,
Assistant Secretary."

Passed by the Council, December 19, 1935.

JOS. K. CARSON, JR.,
Mayor of the City of Portland.

Attest: GEO. R. FUNK,
Auditor of the City of Portland

The ballot title adopted for the foregoing measure is as follows:

ORDINANCE REFERRED TO THE VOTERS BY THE COUNCIL.

ORDINANCE NO. 67778

AN ORDINANCE granting a franchise to the Portland Traction Company, an Oregon corporation, its successors or assigns, to establish, con-

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OF THE CITY OF PORTLAND, OREGON:

Section 1. That an act of the Legislative Assembly of the State of Oregon entitled, "An Act to incorporate the City of Portland, Multnomah County, State of Oregon, and to provide a charter therefor and to repeal all acts or parts of acts in conflict therewith," filed in the office of the Secretary of State, January 23, 1903, and as subsequently amended by the Legislature and by the people of the City of Portland from time to time, and as revised, codified and arranged by Ordinance No. 29350, passed August 19, 1914, amended June 6, 1928, hereby is amended by adding thereto a new section to be numbered Section 195½ reading:

Section 195½. SPECIAL TAX FOR REDEEMING SCRIP ISSUED UNDER AUTHORITY OF ORDINANCES NUMBERED 63980 AND 64026.

The Council for the fiscal year 1937 only, shall incorporate in its budget for that year an item of Twenty-five Thousand Dollars ($25,000.00) to cover redemption of scrip and, in addition to the regular tax and all other special taxes authorized by law for the year 1937, levy for the fiscal year 1937 an additional special tax of $25,000.00 upon all of the property in the City of Portland not exempt from taxation, to provide a scrip redemption fund, and the Council is authorized to expend the proceeds of said scrip redemption fund in redeeming scrip, which scrip was issued in conformity with Ordinance No. 63980 entitled, "An Ordinance adopting a plan for joint issuance for Multnomah County, Oregon, and the City of Portland of self liquidating scrip to be used for the relief of unemployment and other purposes, and declaring an emergency," passed by the Council April 5th, 1933, and Ordinance No. 64026 entitled, "An Ordinance amending Ordinance No. 63980," passed by the Council April 13th, 1933. The Council is authorized to enact such additional legislation as may be necessary, prescribing rules and regulations governing the redemption of the scrip. The special tax of $25,000.00 herein provided for hereby is specifically authorized for the year 1937 only, and shall not be computed as a part of the revenue raised during such year for general or authorized special taxation which are subject to the tax limitations of section 11 of article XI of the Constitution of the State of Oregon, but shall be in addition to all other general or special taxes which may be levied according to law.

The ballot title adopted for the foregoing measure is as follows:

CHARTER AMENDMENT SUBMITTED TO THE VOTERS BY THE COUNCIL.

Act amending charter by adding thereto a new section, reading:

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Shall the charter be so amended?

502 Yes, I vote for the scrip redemption amendment.

503 No, I vote against the scrip redemption amendment.

The Council of the City of Portland by Resolution No. 21125 adopted on the 5th day of December, 1935, make such investigations, studies and appraisals, and providing that the said special tax of $50,000 is specifically authorized for the year 1937 only and shall not be computed as a part of the revenue raised during such year for general or authorized special taxation which are subject to the tax limitations of section 11 of article XI of the Constitution of the State of Oregon, but shall be in addition to all other general or special taxes which may be levied according to law.

BE IT ENACTED BY THE PEOPLE OF THE CITY OF PORTLAND, OREGON:

Section 1. That an act of the Legislative Assembly of the State of Oregon entitled, "An Act to incorporate the City of Portland, Multnomah County, State of Oregon, and to provide a charter therefor and to repeal all acts or parts of acts in conflict therewith", filed in the office of the Secretary of State, January 23, 1903, and as subsequently amended by the Legislature and by the people of the City of Portland from time to time, and as revised, codified and arranged by Ordinance No. 29350, passed August 19, 1914, amended June 6, 1928, hereby is amended by adding thereto a new section to be numbered section 195¾ reading:

Section 195¾. SPECIAL TAX LEVY PURPOSE OF PAYING COST OF ARRIVING BY ARBITRATION AT VALUATION OF PLANT AND PROPERTIES OF NORTHWESTEN ELECTRIC COMPANY AND ITS ELECTRIC LIGHT, HEAT AND POWER SYSTEM IN THE CITY.

The Council for the fiscal year 1937 only shall incorporate in the budget for that year an item of $50,000 to cover the cost of arriving at the valuation of the plant and properties constituting the electric light, heat and power system of the Northwestern Electric Company in the city and, in addition to the regular tax, and all other special taxes, authorized by law for the year 1937, levy for the fiscal year 1937 only an additional special tax of $50,000 upon all of the property in the City of Portland not exempt from taxation, to provide a special fund, and the moneys received from the said special tax levy shall be, by the City Treasurer, placed in a special fund. The Council hereby is granted authority to expend the moneys in said special tax fund for the purpose of paying the cost of investigating and making studies of the economic worth and financial value of the Northwestern Electric Company, a corporation organized under the laws of the State of Washington and owning, maintaining and operating an electric light, heat and power system in the city under a franchise granted by the Council, and by the people of the city, by Ordinance No. 25930, passed by the Council September 25, 1912, approved by the Mayor October 1, 1912, and approved by the people November 2, 1912, and in paying the cost of appraising the properties constituting the electric light, heat and power system, in whole or in part, and as located within the corporate limits of the city of said company, with a view of determining whether the city shall acquire said electric light, heat and power properties constituting said system as a whole, or any part thereof, and to pay the cost thereof as determined by a valuation made by arbitration and in the maner and as provided in paragraph 4 of Section 14 of said franchise Ordinance No. 25930. When the value of the property of said company proposed to be acquired by the city is determined in the manner and as provided by said franchise ordinance No. 25930, it shall be mandatory upon the Council to submit to the voters of the city the question of whether or not the city shall acquire the said property and pay the cost thereof as determined by the said arbitration, and it shall be mandatory upon the Council to call a special election for the purpose of submitting such question to the voters, which special election shall be called for and held on Friday, February 26, 1937, and the Council shall not submit any other question to the voters at said special election. In the event the voters authorize the Council to purchase the said property and pay the cost as determined by the said arbitration and to thereafter maintain and operate the said property so acquired as a municipal utility, the said municipal utility shall, within a period of three years from its annual revenues, reimburse the general fund of the city in the full amount expended from the said special tax fund and reimburse the general fund in the amount of the cost of said special election, and it shall be the mandatory duty of the Council to reflect said reimbursements to the general taxpayer in the next ensuing annual budget and tax levy, as an item of revenue, and in such manner as shall be determined by the Council. The Council hereby is granted the cost of investigating and making studies of the economic worth and financial value of the Northwestern Electric Company, a corporation organized under the laws of the State of Washington and owning, maintaining and operating an electric light, heat and power system in the city under a franchise granted by the Council, and by the people of the city, by Ordinance No. 25930, passed by the Council September 25, 1912, approved by the Mayor October 1, 1912, and approved by the people November 2, 1912, and in paying the cost of appraising the properties constituting the electric light, heat and power system, in whole or in part, and as located within the corporate limits of the city of said company, with a view of determining whether the city shall acquire said electric light, heat and power properties constituting said system as a whole, or any part thereof, and to pay the cost thereof as determined by a valuation made by arbitration and in the manner and as provided in paragraph 4 of section 14 of said franchise ordinance No. 25930. When the value of the property of said company proposed to be acquired by the city is determined in the manner and as provided by said franchise ordinance No. 25930, it shall be mandatory upon the Council to submit to the voters of the city the question of whether or not the city shall acquire the said property and pay the cost thereof as determined by the said arbitration, and it shall be mandatory upon the Council to call a special election for the purpose of submitting such question to the voters, which special election shall be called for and held on Friday, February 26, 1937, and the Council shall not submit any other question to the voters at said special election. In the event the voters authorize the Council to purchase the said property and pay the cost as determined by the said arbitration and to thereafter maintain and operate the said property so acquired as a municipal utility, the said municipal utility shall, within a period of three years from its annual revenues, reimburse the general fund of the city in the full amount expended from the said special tax fund and reimburse the general fund in the amount of the cost of said special election, and it shall be the mandatory duty of the Council to reflect said reimbursements to the general taxpayer in the next ensuing annual budget and tax levy, as an item of revenue, and in such manner as shall be determined by the Council. The Council hereby is granted authority to employ and compensate such persons as it may deem necessary to employ to make such investigation, studies and appraisals, including compensation to arbitrators, and such persons shall not be subject to the civil service requirements of the charter. The Council is granted authority to enact such further legislation as it may deem necessary to fully carry out the power hereby granted. Pending the collection of said special tax the Council hereby is authorized to borrow from the general fund, from time to time, sufficient funds, not exceeding a total of $50,000, to meet the current expenses incurred in carrying out the authorized purposes of this section. The general fund shall be reimbursed, together with interest at the then current rate, for moneys loaned to said special tax fund, as soon as and when moneys are received by the City Treasurer from said special tax levy. The said special tax of $50,000 hereby is specially authorized for the year 1937 only and shall not be computed as a part of the revenue received during such year for general or authorized special taxation which are subject to the tax limitations of section 11 of article XI of the Constitution of the State of Oregon, but shall be in addition to all other general or special taxes.

Shall the charter be so amended?

504 Yes, I vote for the amendment.

505 No, I vote against the amendment.

The Council of the City of Portland by Resolution No. 21126 adopted on the 10th day of December, 1935, submitted the foregoing measure to the legal voters of the City of Portland, Oregon, to be voted upon at the Special Municipal Election to be held in said City on the 31st day of January, 1936, and the foregoing measure and ballot title are published pursuant to the laws and ordinances in such cases made and provided.

Dated this 7th day of January, 1936.

Date of first publication January 8, 1936.

Date of last publication January 9, 1936.

GEO. R. FUNK,
Auditor of the City of Portland.

COPY

MEMORANDA OF THE OBLIGATION OF THE CITY OF PORTLAND RELATIVE TO CERTAIN WILLAMETTE RIVER BRIDGES

****

Hawthorne Bridge:

It is the right and privilege of the City of Portland to lay and maintain track, trolleys and all other appurtenances necessary for the operation of street cars across said bridge and approaches.

It is the right and privilege of the City of Portland to collect rent for the use of said tracks, trolleys, etc., by street cars and such rent shall be not less than 3 cents per car for each car crossing.

It is the obligation of the County Court of Multnomah County to operate the said bridge at the expense of said County.

It is, however, the obligation of the City of Portland to pay the cost of maintenance of the tracks, trolley and other appurtenances necessary for the operation of street cars across said bridge.

Re: Oregon Compiled Laws Annotated
Chapter 32 - Bridges, Article 7, paragraph 100-3273
City of Portland, Chapter 7, Article 4, Paragraph 184.

Ordinance No. 58426
Franchise ordinance No. 67778

Opinion of City Attorney by letters to Commissioner or Public Works dated June 9, 1937 and June 22, 1937.

The last paragraph of the City Attorney's letter of June 22, 1937 seems to imply that in case new rails, etc., are needed the cost is an obligation of the city, but it is the privilege of the city to pass judgment as to whether new work is necessary.

The west approach of Hawthorne bridge begins 100 feet east of the east line of Front Avenue and the east approach ends at the west curb line of East Water Street.

Morrison Street Bridge:

The privileges and obligations of the City of Portland regarding Morrison Street Bridge are the same as that of the Hawthorne Bridge.

The west approach of Morrison Street Bridge begins at the east line of Front Avenue and the east approach of said bridge ends at the west curb line of East Water Street.

Broadway Bridge:

The privileges and obligations of the City of Portland regarding Broadway Bridge are the same as that of Hawthorne Bridge.

The west approach to the Broadway Bridge begins at the north line of Hoyt Street and the east approach ends at the west line of Interstate Avenue (Larrabee Street).

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon
June 25, 1941

Mr. B. A. Collier
Highway Division Engineer
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

We refer to your letter of June 21, transmitting "Order for State Force Work," covering adjustment of street car tracks and trolley wires at approaches to the Morrison Street and Hawthorne Street Bridges.

As the ownership of these tracks and wires by the City is somewhat unusual, we are wondering whether or not you have obtained from the city officials a confirmation of the statement made by the Street Car Company. If the tracks and wires are owned by the City, on what terms are they being used by the Company, and what understanding is there relative to any required adjustments?

As a considerable amount of money is involved in the adjusting of the tracks and wires, we wish to be sure that we are not assuming the obligation unnecessarily.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FORM E-80 REVISED 20M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUN 23 19
OFFICE OF
CONSTRUCTION ENGINEER

Portland, Oregon
June 21, 1941

Subject: Trolley Wire and Tracks on
Bridge Approaches on Front Ave. Project

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

We are advised by Street Car Company that the tracks and trolley wires they are using on the Morrison and Hawthorne Bridge approaches, from the west side of Front Avenue to the west end of the new structures, is owned by the City of Portland. They will require adjustment to conform with our new improvement on these approaches. Herewith you will find Order for State Force Work in the amount of $1,000.00, to cover the adjustment of these tracks and wires.

We plan to have this work performed by the Street Car Company, who will submit bill to us for adjusting these City-owned facilities.

Yours very truly,

E. A. Collier
Division Engineer

EAC:IH
cc: G. S. Paxson
F. T. Young
Encl.

[illegible] FORM E-30 REVISED 25M 5-41

FOR FILING

306-A-1

8-

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 2, 1941

Subject: Ramps, Morrison, Hawthorne Bridges
Front Ave. Paving Project

#2476

To:

Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Under separate cover am sending a tracing of revised ramps at the Morrison and Hawthorne Bridges.

The alignment shown is based on a compromise plan that will allow construction of an island blocking the ramp traffic from Front Avenue, and leaving a ramp roadway of 20 feet. If the plan is approved, please furnish five prints for the use of this office and the contractor.

Yours very truly,

F. T. Young
F. T. Young
Resident Construction Engineer

FTY:IH
cc: E. A. Collier

5 prints sent
June 8th

R

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JUN 24 1941
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Const
Projects
Municipal - Portland

Front Ave.
306-A-1
#2476

Salem, Oregon
June 23, 1941

Mr. F. T. Young
Resident Highway Engineer
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

We are today sending three copies of those sheets of the plans for the Washington Street-Clay Street project which show the sizes and types of reflectors required.

These sheets have been revised to conform with the revised widths for center line islands.

Your attention is called to the fact that some change in manhole design will have to be made for the manholes which are called for in the 2-foot island back of the Market Building. These manholes could be shifted into the traffic lane, but that should be avoided, if possible. It should be possible to design a special metal frame and cover to fit the island, or to place the standard cover in the island at pavement grade, and then place a false cover to span the opening in the island.

Information for the revision of plans at the ramps from the bridges should be submitted as soon as you can arrange to do so.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to E. A. Collier

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JUN 25 1941
FOR FILING

306-A-1

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

June 13, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The customary copies of the project agreement for Oregon Federal Aid Project SN-FAP 306-A (1), Washington St. to Clay St. Section of Front Avenue, in Portland, were yesterday handed to you at the Commission meeting for prompt execution in the usual manner.

As this agreement involves 1940 funds, prompt action in returning the copies will be appreciated.

Customary approved copies of the agreement estimate and specifications are attached hereto.

The Regional Office has added to the title sheets a list of drawings for the Hawthorne and Morrison bridges. They request that future submissions involving more than one contract include title sheets giving complete data for the entire Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Signed PA &
Retd 6/13/41

RECEIVED
JUN 14 1941
FOR FILING

306-A-1

June 12, 1941

Edlefsen-Weygandt Co.
Box 5626
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2476, which was awarded to you on May 22, 1941, by the State Highway Commission, covering the Front Avenue (Washington Street-Clay Street) Section of the Pacific Highway West, in Multnomah County. This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

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NOV 17 1942
FOR FILING

May 27, 1941

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Front Street Section (Portland), Project No. SN-FAP 306-A (1).

All work is based on low bid prices, except the Morrison Street Undercrossing which is based on estimated prices.

Revised bid proposals for the Morrison Street Undercrossing, and revised plan quantity summary sheets are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Highway Project
No. SN-FAP 306-A (1)

FRONT AVENUE SECTION (WASHINGTON ST.-CLAY ST.)
OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement.)

Salem, Oregon, May 27, 1941

74' Roadway (Sta. 99+62 to 106+44) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (700)		$ 25,726.00
1,150	cu. yds.	Sand Backfill in Basements	$ 1.20	1,380.00
All Required		Clearing and Grubbing		150.00
190	sq. yds.	Removal of Pavement	.40	76.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
700	lin. ft.	Removal of Curbs	.07	49.00
8	only	Removal of Inlets	9.00	72.00
106	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	954.00
90	lin. ft.	Removal of Type "A" Car Track	1.00	90.00
1,060	cu. yds.	Structural Excavation, Unclassified	1.25	1,325.00
13,600	cu. yds.	General Excavation, Unclassified	.48	6,528.00
0.13	mile	Finishing Roadbed and Slopes	400.00	52.00
2,200	lin. ft.	8" Perforated Concrete Drain Pipe	.50	1,100.00
54	lin. ft.	6" Sewer Pipe	.50	27.00
1,370	lin. ft.	8" Sewer Pipe	.50	685.00
260	lin. ft.	10" Sewer Pipe	.65	169.00
270	lin. ft.	12" Sewer Pipe	.95	256.50
210	lin. ft.	18" Sewer Pipe	2.00	420.00
240	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	180.00
250	cu. yds.	Rock or Gravel Backfill in Drains	1.90	475.00
3	only	Adjustment of Manholes	20.00	60.00
28	only	Concrete Inlets	20.00	560.00
6	only	Type "A" Manholes, 5' to 10' Deep	70.00	420.00
1	only	Drop Manhole	210.00	210.00
6	only	Sidewalk Inlets and Pipe Connections	15.00	90.00
50	lin. ft.	3/4" Copper Water Pipe	.60	30.00
40	lin. ft.	1¼" Copper Water Pipe	.90	36.00
200	lin. ft.	1½" Copper Water Pipe	1.50	300.00
70	lin. ft.	2" Copper Water Pipe	1.80	126.00

120	cu. yds.	Concrete Curbs	$ 20.00	$ 2,400.00
1,750	sq. yds.	Concrete Walks	1.60	2,800.00
860	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	86.00
1.5	cu. yds.	Concrete Stairways	22.00	33.00
118	cu. yds.	Concrete Center Islands	14.00	1,652.00
7	cu. yds.	Concrete Traffic Separators	20.00	140.00
42	cu. yds.	Concrete Traffic Islands	18.00	756.00
70	only	3/4" x 6" Dowel Pins	.08	5.60
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (25%)		91.00
940	lin. ft.	3/4" Electrical Conduit	.36	338.40
295	lin. ft.	1" Electrical Conduit	.41	120.95
300	lin. ft.	1¼" Electrical Conduit	.44	132.00
1,770	lin. ft.	1½" Electrical Conduit	.48	849.60
2,600	tons	3" - 0" Gravel in Base	.70	1,820.00
2,750	tons	1½" - 0" Material in Base	1.75	4,812.50
15	tons	1½" - 3/4" Material in Grouted Leveling Course	2.50	37.50
210	tons	½" - 0" Material in Cushion Course	1.75	367.50
37	Megals.	Sprinkling	2.00	74.00
5,400	sq. yds.	Portland Cement Concrete Pavement	1.75	9,450.00
910	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	182.00
720	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	79.20
1,090	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	163.50
2,400	lin. ft.	Contraction Joints	.03	72.00
910	only	Dowel Bars	.20	182.00
3,200	lbs.	Tie Bars and Reinforcement	.055	176.00
60	cu. yds.	Concrete in Foundation and Base Courses	14.00	840.00
70	sacks	Cement in Grouted Leveling Course	1.80	126.00
1,920	tons	Class "B" Asphaltic Concrete	4.68	8,985.60
480	tons	Class "C" Asphaltic Concrete	4.58	2,198.40
				$ 80,800.25

Morrison Street Bridge Undercrossing Contract
74' Roadway (Sta. 101+64.65 to 105+14) (Estimated Prices)

All Required		Shoring, Cribbing, Etc. (15%)		$ 96.00
60	cu. yds.	Structural Excavation	$ 2.00	120.00
3	cu. yds.	Structural Excavation Below Elevation Shown	5.00	15.00
150	cu. yds.	Class "A" Concrete	21.00	3,150.00
13,600	lbs.	Metal Reinforcement	.055	748.00
30	lbs.	Copper and Bronze	.70	21.00
330	lin. ft.	Metal Handrail	5.50	1,815.00

All Required		Resetting Bollards and Anchors (30%)		$ 150.00
All Required		Preparation of Harbor Wall (10%)		100.00
				$ 6,225.00
		Subtotal		$ 87,015.25
		10% Engr. & Cont.		8,701.52
		Total		$ 95,716.77
		Length	0.129 mile	
		Cost per mile	$741,990.46	

44' Roadway (Sta. 106+44 to 119+15) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (6%)		$ 2,286.00
130	cu. yds.	Sand Backfill in Basements	1.20	156.00
All Required		Clearing and Grubbing		245.00
990	sq. yds.	Removal of Pavement	.40	396.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
1,200	lin. ft.	Removal of Curbs	.07	84.00
10	only	Removal of Inlets	9.00	90.00
All Required		Removal of Platform at Market Building		480.00
2	only	Re-anchoring Bollards	75.00	150.00
All Required		Refinishing of Market Building Walls		350.00
310	cu. yds.	Structural Excavation, Unclassified	1.25	387.50
3,600	cu. yds.	General Excavation, Unclassified	.48	1,728.00
14,000	yd. sta.	Short Overhaul	.02	280.00
0.16	mile	Finishing Roadbed and Slopes	400.00	64.00
800	lin. ft.	6" Perforated Concrete Drain Pipe	.60	480.00
14	lin. ft.	6" Sewer Pipe	.50	7.00
580	lin. ft.	8" Sewer Pipe	.50	290.00
370	lin. ft.	10" Sewer Pipe	.65	240.50
140	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	105.00
7	only	Adjustment of Manholes	20.00	140.00
22	only	Concrete Inlets	20.00	440.00
4	only	Type "A" Manholes, 5' to 10' Deep	70.00	280.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00
980	sq. yds.	Concrete Walks	1.60	1,568.00
1,600	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	160.00
162	cu. yds.	Concrete Center Islands	14.00	2,268.00
32	cu. yds.	Concrete Traffic Islands	18.00	576.00
10	only	Concrete Signal Pedestals	20.00	200.00

12	only	Concrete Guard Posts	$ 9.00	$ 108.00
All Required		Constructing Recesses for Traffic Control Markers (30%)		97.50
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
60	lin. ft.	1¼" Electrical Conduit	.44	26.40
1,700	lin. ft.	1½" Electrical Conduit	.48	816.00
1,000	tons	3" - 0" Gravel in Base	.70	700.00
1,700	tons	1½" - 0" Material in Base	1.75	2,975.00
190	tons	¾" - 0" Material in Cushion Course	1.75	332.50
38	M-gals.	Sprinkling	2.00	76.00
4,700	sq. yds.	Portland Cement Concrete Pavement	1.75	8,225.00
570	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	114.00
930	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	102.30
450	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	67.50
2,750	lin. ft.	Contraction Joints	.03	82.50
570	only	Dowel Bars	.20	114.00
2,120	lbs.	Tie Bars and Reinforcement	.055	116.60
1,620	tons	Class "B" Asphaltic Concrete	4.68	7,581.60
510	tons	Class "C" Asphaltic Concrete	4.58	2,335.80
				$ 39,882.50

Morrison Street Undercrossing Contract
(Sta. 106+44 to 108+55.75) (Estimated Prices)

All Required		Shoring, Cribbing, Etc. (08%)		$ 64.00
50	cu. yds.	Structural Excavation	$ 2.00	100.00
2	cu. yds.	Structural Excavation Below Elevation Shown	5.00	10.00
100	cu. yds.	Class "A" Concrete	21.00	2,100.00
10,700	lbs.	Metal Reinforcement	.055	588.50
20	lbs.	Copper and Bronze	.70	14.00
220	lin. ft.	Metal Handrail	5.50	1,210.00
All Required		Resetting Bollards and Anchors (30%)		150.00
All Required		Preparation of Harbor Wall (10%)		100.00
				$ 4,336.50
		Subtotal		$ 44,219.00
		10% Engr. & Cont.		4,421.90
		Total		$ 48,640.90

Length	0.165 mile
Cost per mile	$ 294,793.33

68: Roadbed (Sta. 119+15 to 121+05) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (14%)		$ 5,149.20
820	cu. yds.	Sand Backfill in Basements	$ 1.20	984.00
All Required		Clearing and Grubbing		167.00
460	sq. yds.	Removal of Pavements	.40	184.00
880	sq. yds.	Removal of Sidewalks	.30	264.00
1,400	lin. ft.	Removal of Curbs	.07	98.00
8	only	Removal of Inlets	9.00	72.00
1	only	Removal of Manholes	20.00	20.00
12	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	108.00
18	lin. ft.	Removal of Type "B" Car Track	.75	13.50
710	cu. yds.	Structural Excavation, Unclassified	1.25	887.50
7,200	cu. yds.	General Excavation, Unclassified	.48	3,456.00
6,380	yd. sta.	Short Overhaul	.02	127.60
30	C-yd.sta.	Long Overhaul	.50	15.00
0.11	mile	Finishing Roadbed and Slopes	400.00	44.00
38	lin. ft.	6" Sewer Pipe	.50	19.00
1,350	lin. ft.	8" Sewer Pipe	.50	675.00
170	lin. ft.	10" Sewer Pipe	.65	110.50
160	lin. ft.	12" Sewer Pipe	.95	152.00
190	lin. ft.	15" Sewer Pipe	1.60	304.00
240	lin. ft.	18" Sewer Pipe	2.00	480.00
200	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	150.00
3	only	Adjustment of Manholes	20.00	60.00
30	only	Concrete Inlets	20.00	600.00
1	only	Type "A" Manhole, 20' Deep	170.00	170.00
6	only	Type "B" Manholes	70.00	420.00
60	lin. ft.	1¼" Copper Water Pipe	.90	54.00
140	lin. ft.	1½" Copper Water Pipe	1.50	210.00
130	cu. yds.	Concrete Curbs	20.00	2,600.00
2,110	sq. yds.	Concrete Walks	1.60	3,376.00
830	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	83.00
70	lin. ft.	Metal Guard Rail	1.25	87.50
84	cu. yds.	Concrete Center Islands	14.00	1,176.00
19	cu. yds.	Concrete Traffic Separators	20.00	380.00
70	cu. yds.	Concrete Traffic Islands	18.00	1,260.00
110	only	3/4" x 6" Dowel Pins	.08	8.80
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (30%)		37.50
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
215	lin. ft.	1" Electrical Conduit	.41	88.15
650	lin. ft.	1¼" Electrical Conduit	.44	286.00

1,600	lin. ft.	1½" Electrical Conduit	$ .48	$ 768.00
3,000	tons	¾" - 6" Gravel in Base	.70	2,100.00
3,950	tons	1½" - 6" Material in Base	1.75	6,912.50
200	tons	¾" - 6" Material in Cushion Course	1.75	350.00
37	M-gals.	Sprinkling	2.00	74.00
5,000	sq. yds.	Portland Cement Concrete Pavement	1.75	8,750.00
390	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	78.00
540	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	59.40
360	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	54.00
2,300	lin. ft.	Contraction Joints	.03	69.00
390	only	Dowel Bars	.20	78.00
2,560	lbs.	Tie Bars and Reinforcement	.055	140.80
2,360	tons	Class "B" Asphaltic Concrete	4.65	10,974.00
620	tons	Class "C" Asphaltic Concrete	4.50	2,793.60
		Subtotal		$ 57,720.55
		10% Engr. & Cont.		5,772.05
		Total		$ 63,492.60
		Length	0.112 mile	
		Cost per mile	$ 566,898.21	

80' Roadway (Sta. 121+05 to 126+25) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (10%)		$ 3,678.00
All Required		Clearing and Grubbing		146.00
2,360	sq. yds.	Removal of Pavement	$ .40	944.00
2,180	sq. yds.	Removal of Sidewalks	.30	654.00
2,700	lin. ft.	Removal of Curbs	.07	189.00
14	only	Removal of Inlets	9.00	126.00
1	only	Removal of Manholes	20.00	20.00
232	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	2,088.00
860	lin. ft.	Removal of Type "A" Car Track	1.00	860.00
582	lin. ft.	Removal of Type "B" Car Track	.75	436.50
120	cu. yds.	Structural Excavation, Unclassified	1.25	150.00
7,600	cu. yds.	General Excavation, Unclassified	.48	3,648.00
220	yd. sta.	Short Overhaul	.02	4.40
0.10	mile	Finishing Roadbed and Slopes	400.00	40.00
34	lin. ft.	6" Sewer Pipe	.50	17.00
500	lin. ft.	8" Sewer Pipe	.50	250.00
80	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	60.00
5	only	Adjustment of Manholes	20.00	100.00

4	only	Adjustment of Catch Inlets	$ 12.00	$ 48.00
4	only	Reconstructing Manholes	40.00	160.00
20	only	Concrete Inlets	20.00	400.00
100	cu. yds.	Concrete Curbs	20.00	2,000.00
80	sq. yds.	Concrete Driveways	1.80	144.00
1,460	sq. yds.	Concrete Walks	1.60	2,336.00
910	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	91.00
8.5	cu. yds.	Concrete Stairways	22.00	187.00
92	cu. yds.	Class "A" Concrete in Wall	22.00	2,024.00
7,200	lbs.	Metal Reinforcement in Wall	.055	396.00
290	lin. ft.	Metal Guard Rail	1.25	362.50
86	cu. yds.	Concrete Center Islands	14.00	1,204.00
2	cu. yds.	Concrete Traffic Separators	20.00	40.00
56	cu. yds.	Concrete Traffic Islands	18.00	1,008.00
50	only	3/4" x 6" Dowel Pins	.08	4.00
6	only	Concrete Signal Pedestals	20.00	120.00
All Required		Constructing Recesses for Traffic Control Markers (12%)		72.00
510	lin. ft.	3/4" Electrical Conduit	.36	183.60
190	lin. ft.	1" Electrical Conduit	.41	77.90
150	lin. ft.	1¼" Electrical Conduit	.44	66.00
930	lin. ft.	1½" Electrical Conduit	.48	446.40
1,100	tons	3" - 0" Gravel in Base	.70	770.00
1,600	tons	1½" - 0" Material in Base	1.75	2,800.00
200	tons	½" - 0" Material in Cushion Course	1.75	350.00
38	M-gals.	Sprinkling	2.00	76.00
4,900	sq. yds.	Portland Cement Concrete Pavement	1.75	8,575.00
630	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	126.00
510	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	56.10
300	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	45.00
3,550	lin. ft.	Contraction Joints	.03	106.50
630	only	Dowel Bars	.20	126.00
2,920	lbs.	Tie Bars and Reinforcement	.055	160.60
1,200	tons	Class "B" Asphaltic Concrete	4.68	5,616.00
400	tons	Class "C" Asphaltic Concrete	4.58	1,832.00
			Subtotal	$ 45,387.50
			10% Engr. & Cont.	4,538.75
			Total	$ 49,926.25

Length .098 mile

Cost per mile $ 509,441.32

[redacted]

Morrison Street Undercrossing
(Estimated Prices)

All Required		Shoring, Cribbing, Etc. (80%)		$ 640.00	
690	cu. yds.	Structural Excavation	$ 2.00	1,380.00	
20	cu. yds.	Structural Excavation Below Elevation Shown	5.00	100.00	
2,500	lin. ft.	Furnish 8" - 36# Steel Piling	1.50	3,750.00	
1,600	lin. ft.	Furnish 10" - 42# Steel Piling	2.00	3,200.00	
62	each	Drive Steel Piling	50.00	3,100.00	
750	cu. yds.	Class "A" Concrete	21.00	15,750.00	
75,700	lbs.	Metal Reinforcement	.055	4,163.50	
500	lbs.	Copper and Bronze	.70	350.00	
550	lin. ft.	Metal Handrail	5.50	3,025.00	
All Required		Resetting Bollards and Anchors (40%)		200.00	
All Required		Preparation of Harbor Wall (80%)		800.00	
All Required		Rebuilding Steel Truss Span		14,000.00	[illegible]
54,000	lbs.	Structural Steel in Truss Span	.08 .035	4,320.00	1890.00
74,000	lbs.	Structural Steel in Approach Span	.13 .105	9,620.00	7770.00
1.5	M-FBM	Cedar Lumber	60.00	90.00	
5.0	M-FBM	Douglas Fir Lumber	60.00	300.00	
All Required		Remove and Relay Street Car Rails		300.00	
				$ 65,088.50	[illegible]

Hawthorne Bridge Undercrossing (Contract No. 2455)

All Required		Removal of Old Bridge and Maint. Traffic		$ 2,500.00	
All Required		Shoring, Cribbing, Etc.		1,250.00	
280	cu. yds.	Structural Excavation	$ 2.50	700.00	
30	cu. yds.	Structural Excavation Below Elevation Shown	3.00	90.00	
820	cu. yds.	Class "A" Concrete	21.50	17,630.00	
116,000	lbs.	Metal Reinforcement and Miscellaneous Metal	.05	5,800.00	
700	lbs.	Copper and Bronze	.50	350.00	
460	lin. ft.	Metal Handrail	5.00	2,300.00	
All Required		Remodel Existing Bridge		500.00	
				$ 31,120.00	
		Subtotal		$ 96,208.50	96[illegible]
		10% Engr. & Cont.		9,620.85	7[illegible]685
		Total		$105,829.35	10589[illegible]

Length of Structures 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	**Total Cost**	**Federal Aid Funds**	**State Funds**	
Roadway				
74' Roadway	$ 95,716.77	$ 56,108.00	$ 39,608.77	
44' Roadway	48,640.90	28,513.00	20,127.90	
68' Roadway	63,492.60	37,218.00	26,274.60	
80' Roadway	49,926.25	29,266.00	20,660.25	
Structures	105,829.35	62,035.00	43,794.35	4386035
	$ 363,605.87	$ 213,140.00	$ 150,465.87	15053187

1940 Federal Aid Funds	$ 89,532.68	Length	0.212 mile
1941 Federal Aid Funds	$ 123,607.32	Length	0.292 mile

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Highway Project
No. SM-FAP 306-A (1)

FRONT AVENUE SECTION (WASHINGTON ST.-CLAY ST.)

OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications for purchase
~~(Estimate as basis for project agreement.)~~
of structural steel for Morrison St. Bridge)

Salem, Oregon, ~~May 27,~~ July 1941

74' Roadway (Sta. 99+62 to 106+44) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (70%)		$ 25,746.00
1,150	cu. yds.	Sand Backfill in Basements	$ 1.20	1,380.00
All Required		Clearing and Grubbing		192.00
190	sq. yds.	Removal of Pavement	.40	76.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
700	lin. ft.	Removal of Curbs	.07	49.00
8	only	Removal of Inlets	9.00	72.00
106	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	954.00
90	lin. ft.	Removal of Type "A" Car Track	1.00	90.00
1,060	cu. yds.	Structural Excavation, Unclassified	1.25	1,325.00
13,600	cu. yds.	General Excavation, Unclassified	.48	6,528.00
0.13	mile	Finishing Roadbed and Slopes	400.00	52.00
2,200	lin. ft.	8" Perforated Concrete Drain Pipe	.50	1,100.00
54	lin. ft.	6" Sewer Pipe	.50	27.00
1,370	lin. ft.	8" Sewer Pipe	.50	685.00
260	lin. ft.	10" Sewer Pipe	.65	169.00
270	lin. ft.	12" Sewer Pipe	.95	256.50
210	lin. ft.	18" Sewer Pipe	2.00	420.00
240	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	180.00
250	cu. yds.	Rock or Gravel Backfill in Drains	1.90	475.00
3	only	Adjustment of Manholes	20.00	60.00
28	only	Concrete Inlets	20.00	560.00
6	only	Type "A" Manholes, 5' to 10' Deep	70.00	420.00
1	only	Drop Manhole	210.00	210.00
6	only	Sidewalk Inlets and Pipe Connections	15.00	90.00
50	lin. ft.	3/4" Copper Water Pipe	.60	30.00
40	lin. ft.	1" Copper Water Pipe	.90	36.00
200	lin. ft.	1½" Copper Water Pipe	1.50	300.00
70	lin. ft.	2" Copper Water Pipe	1.80	126.00

120	cu. yds.	Concrete Curbs	$ 20.00	$ 2,400.00
1,750	sq. yds.	Concrete Walks	1.60	2,800.00
860	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	86.00
1.5	cu. yds.	Concrete Stairways	22.00	33.00
118	cu. yds.	Concrete Center Islands	14.00	1,652.00
7	cu. yds.	Concrete Traffic Separators	20.00	140.00
42	cu. yds.	Concrete Traffic Islands	18.00	756.00
70	only	3/4" x 6" Dowel Pins	.08	5.60
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (28%)		91.00
940	lin. ft.	3/4" Electrical Conduit	.36	338.40
295	lin. ft.	1" Electrical Conduit	.41	120.95
300	lin. ft.	1¼" Electrical Conduit	.44	132.00
1,770	lin. ft.	1½" Electrical Conduit	.48	849.60
2,600	tons	3" - 0" Gravel in Base	.70	1,820.00
2,750	tons	1½" - 0" Material in Base	1.75	4,812.50
15	tons	1½" - 3/4" Material in Grouted Leveling Course	2.50	37.50
210	tons	½" - 0" Material in Cushion Course	1.75	367.50
37	M-gals.	Sprinkling	2.00	74.00
5,400	sq. yds.	Portland Cement Concrete Pavement	1.75	9,450.00
910	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	182.00
720	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	79.20
1,090	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	163.50
2,400	lin. ft.	Contraction Joints	.03	72.00
910	only	Dowel Bars	.20	182.00
3,200	lbs.	Tie Bars and Reinforcement	.055	176.00
60	cu. yds.	Concrete in Foundation and Base Courses	11.00	660.00
70	sacks	Cement in Grouted Leveling Course	1.80	126.00
1,920	tons	Class "B" Asphaltic Concrete	4.68	8,985.60
480	tons	Class "C" Asphaltic Concrete	4.58	2,198.40
				$ 80,800.25

Morrison Street Bridge Undercrossing Contract
74' Roadway (Sta. 101+64.65 to 105+44) (Estimated Prices)

All Required		Shoring, Cribbing, Etc. (12%)		$ 96.00
60	cu. yds.	Structural Excavation	$ 2.00	120.00
3	cu. yds.	Structural Excavation Below Elevation Shown	5.00	15.00
150	cu. yds.	Class "A" Concrete	21.00	3,150.00
13,600	lbs.	Metal Reinforcement	.055	748.00
30	lbs.	Copper and Bronze	.70	21.00
330	lin. ft.	Metal Handrail	5.50	1,815.00

All Required		Resetting Bollards and Anchors (30%)		$ 150.00
All Required		Preparation of Harbor Wall (10%)		100.00
				$ 6,215.00
		Subtotal		$ 87,015.25
		10% Engr. & Cont.		8,701.52
		Total		$ 95,716.77
		Length	0.129 mile	
		Cost per mile	$741,990.46	

44' Roadway (Sta. 106+44 to 119+15) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (6%)		$ 2,206.00
130	cu. yds.	Sand Backfill in Basements	1.50	195.00
All Required		Clearing and Grubbing		245.00
590	sq. yds.	Removal of Pavement	.40	236.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
1,200	lin. ft.	Removal of Curbs	.07	84.00
10	only	Removal of Inlets	9.00	90.00
All Required		Removal of Platform at Market Building		400.00
2	only	Re-anchoring Bollards	75.00	150.00
All Required		Refinishing of Market Building Walls		350.00
310	cu. yds.	Structural Excavation, Unclassified	1.25	387.50
3,600	cu. yds.	General Excavation, Unclassified	.48	1,728.00
14,000	yd. sta.	Short Overhaul	.02	280.00
0.16	mile	Finishing Roadbed and Slopes	400.00	64.00
800	lin. ft.	6" Perforated Concrete Drain Pipe	.50	400.00
14	lin. ft.	6" Sewer Pipe	.50	7.00
580	lin. ft.	8" Sewer Pipe	.50	290.00
370	lin. ft.	10" Sewer Pipe	.65	240.50
140	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	105.00
7	only	Adjustment of Manholes	20.00	140.00
22	only	Concrete Inlets	20.00	440.00
4	only	Type "A" Manholes, 5' to 10' Deep	70.00	280.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00
980	sq. yds.	Concrete Walks	1.60	1,568.00
1,600	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	160.00
162	cu. yds.	Concrete Center Islands	14.00	2,268.00
32	cu. yds.	Concrete Traffic Islands	18.00	576.00
10	only	Concrete Signal Pedestals	20.00	200.00

12	only	Concrete Guard Posts	$ 9.00	$ 108.00
All Required		Constructing Recesses for Traffic Control Markers (30%)		97.50
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
60	lin. ft.	1½" Electrical Conduit	.44	26.40
1,700	lin. ft.	1½" Electrical Conduit	.48	816.00
1,000	tons	3" – 0" Gravel in Base	.70	700.00
1,700	tons	1½" – 0" Material in Base	1.75	2,975.00
190	tons	½" – 0" Material in Cushion Course	1.75	332.50
38	M-gals.	Sprinkling	2.00	76.00
4,700	sq. yds.	Portland Cement Concrete Pavement	1.75	8,225.00
570	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	114.00
930	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	102.30
450	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	67.50
2,750	lin. ft.	Contraction Joints	.03	82.50
570	only	Dowel Bars	.20	114.00
2,120	lbs.	Tie Bars and Reinforcement	.055	116.60
1,620	tons	Class "B" Asphaltic Concrete	4.68	7,581.60
510	tons	Class "C" Asphaltic Concrete	4.58	2,335.80
				$ 33,882.50

Morrison Street Undercrossing Contract
(Sta. 106+44 to 108+58.78) (Estimated Prices)

All Required		Shoring, Cribbing, Etc. (08%)		$ 64.00
50	cu. yds.	Structural Excavation	$ 2.00	100.00
2	cu. yds.	Structural Excavation Below Elevation Shown	5.00	10.00
100	cu. yds.	Class "A" Concrete	21.00	2,100.00
10,700	lbs.	Metal Reinforcement	.055	588.50
20	lbs.	Copper and Bronze	.70	14.00
220	lin. ft.	Metal Handrail	5.50	1,210.00
All Required		Resetting Bollards and Anchors (30%)		150.00
All Required		Preparation of Harbor Wall (10%)		100.00
				$ 4,336.50
		Subtotal		$ 44,219.00
		10% Engr. & Cont.		4,421.90
		Total		$ 48,640.90
		Length	0.165 mile	
		Cost per mile	$ 294,793.33	

68' Roadbed (Sta. 115+15 to 121+05) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (14%)		$ 5,149.20
820	cu. yds.	Sand Backfill in Basements	$ 1.20	984.00
All Required		Clearing and Grubbing		167.00
460	sq. yds.	Removal of Pavements	.40	184.00
880	sq. yds.	Removal of Sidewalks	.30	264.00
1,400	lin. ft.	Removal of Curbs	.07	98.00
8	only	Removal of Inlets	9.00	72.00
1	only	Removal of Manholes	20.00	20.00
12	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	108.00
18	lin. ft.	Removal of Type "B" Car Track	.75	13.50
710	cu. yds.	Structural Excavation, Unclassified	1.25	887.50
7,200	cu. yds.	General Excavation, Unclassified	.48	3,456.00
6,380	yds. sta.	Short Overhaul	.02	127.60
30	C-yd.sta.	Long Overhaul	.50	15.00
0.11	mile	Finishing Roadbed and Slopes	400.00	44.00
38	lin. ft.	6" Sewer Pipe	.50	19.00
1,350	lin. ft.	8" Sewer Pipe	.50	675.00
170	lin. ft.	10" Sewer Pipe	.65	110.50
160	lin. ft.	12" Sewer Pipe	.95	152.00
190	lin. ft.	15" Sewer Pipe	1.60	304.00
240	lin. ft.	18" Sewer Pipe	2.00	480.00
200	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	150.00
3	only	Adjustment of Manholes	20.00	60.00
30	only	Concrete Inlets	20.00	600.00
1	only	Type "A" Manhole, 20' Deep	170.00	170.00
6	only	Type "B" Manholes	70.00	420.00
60	lin. ft.	1¼" Copper Water Pipe	.90	54.00
140	lin. ft.	1½" Copper Water Pipe	1.50	210.00
130	cu. yds.	Concrete Curbs	20.00	2,600.00
2,110	sq. yds.	Concrete Walks	1.60	3,376.00
830	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	83.00
70	lin. ft.	Metal Guard Rail	1.25	87.50
84	cu. yds.	Concrete Center Islands	14.00	1,176.00
15	cu. yds.	Concrete Traffic Separators	20.00	300.00
70	cu. yds.	Concrete Traffic Islands	18.00	1,260.00
110	only	3/4" x 6" Dowel Pins	.08	8.80
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (30%)		97.50
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
205	lin. ft.	1" Electrical Conduit	.43	88.15
650	lin. ft.	1½" Electrical Conduit	.44	286.00

1,600	lin. ft.	1½" Electrical Conduit	$ .48	$ 768.00
3,000	tons	3" - 6" Gravel in Base	.70	2,100.00
3,960	tons	1½" - 6" Material in Base	1.75	6,930.00
200	tons	¾" - 0" Material in Cushion Course	1.75	350.00
37	Mgals.	Sprinkling	2.00	74.00
5,000	sq. yds.	Portland Cement Concrete Pavement	1.75	8,750.00
350	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	70.00
540	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	59.40
360	lin. ft.	¾" x 7" Expansion Joints in Pavement	.15	54.00
2,300	lin. ft.	Contraction Joints	.03	69.00
350	only	Dowel Bars	.20	70.00
2,560	lbs.	Tie Bars and Reinforcement	.055	140.80
2,360	tons	Class "B" Asphaltic Concrete	4.65	10,974.00
610	tons	Class "C" Asphaltic Concrete	4.58	2,793.80
		Subtotal		$ 57,720.55
		10% Engr. & Cont.		5,772.05
		Total		$ 63,492.60
		Length	0.112 mile	
		Cost per mile	$ 566,898.21	

80' Roadway (Sta. 121+05 to 126+25) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (10%)		$ 3,676.00
All Required		Clearing and Grubbing		146.00
2,360	sq. yds.	Removal of Pavement	$ .40	944.00
2,180	sq. yds.	Removal of Sidewalks	.30	654.00
2,700	lin. ft.	Removal of Curbs	.07	189.00
14	only	Removal of Inlets	9.00	126.00
1	only	Removal of Manholes	20.00	20.00
232	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	2,088.00
1,860	lin. ft.	Removal of Type "A" Car Track	1.00	1,860.00
582	lin. ft.	Removal of Type "B" Car Track	.75	436.50
120	cu. yds.	Structural Excavation, Unclassified	1.25	150.00
7,600	cu. yds.	General Excavation, Unclassified	.48	3,648.00
220	yd. sta.	Short Overhaul	.02	4.40
0.10	mile	Finishing Roadbed and Slopes	400.00	40.00
34	lin. ft.	6" Sewer Pipe	.50	17.00
500	lin. ft.	8" Sewer Pipe	.50	250.00
80	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	60.00
5	only	Adjustment of Manholes	20.00	100.00

4	only	Adjustment of Catch Inlets	$ 12.00	$ 48.00
4	only	Reconstructing Manholes	40.00	160.00
20	only	Concrete Inlets	20.00	400.00
100	cu. yds.	Concrete Curbs	20.00	2,000.00
80	sq. yds.	Concrete Driveways	1.80	144.00
1,460	sq. yds.	Concrete Walks	1.60	2,336.00
910	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	91.00
8.5	cu. yds.	Condrete Stairways	22.00	187.00
92	cu. yds.	Class "A" Concrete in Wall	22.00	2,024.00
7.200	lbs.	Metal Reinforcement in Wall	.055	396.00
290	lin. ft.	Metal Guard Rail	1.25	362.50
86	cu. yds.	Concrete Center Islands	14.00	1,204.00
2	cu. yds.	Concrete Traffic Separators	20.00	40.00
56	cu. yds.	Concrete Traffic Islands	18.00	1,008.00
50	only	3/4" x 6" Dowel Pins	.08	4.00
6	only	Concrete Signal Pedestals	20.00	120.00
All Required		Constructing Recesses for Traffic Control Markers (12%)		39.00
510	lin. ft.	3/4" Electrical Conduit	.36	183.60
190	lin. ft.	1" Electrical Conduit	.41	77.90
150	lin. ft.	1¼" Electrical Conduit	.44	66.00
930	lin. ft.	1½" Electrical Conduit	.48	446.40
1,100	tons	3" - 0" Gravel in Base	.70	770.00
1,600	tons	1¼" - 0" Material in Base	1.75	2,800.00
200	tons	½" - 0" Material in Cushion Course	1.75	350.00
38	M-gals.	Sprinkling	2.00	76.00
4,900	sq. yds.	Portland Cement Concrete Pavement	1.75	8,575.00
630	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	126.00
510	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	56.10
300	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	45.00
3,550	lin. ft.	Contraction Joints	.03	106.50
630	only	Dowel Bars	.20	126.00
2,920	lbs.	Tie Bars and Reinforcement	.055	160.60
1,200	tons	Class "B" Asphaltic Concrete	4.68	5,616.00
400	tons	Class "C" Asphaltic Concrete	4.58	1,832.00
			Subtotal	$ 45,387.50
			10% Engr. & Cont.	4,538.75
			Total	$ 49,926.25

Length .098 mile

Cost per mile $ 509,441.32

STRUCTURES

Morrison Street Undercrossing (Estimated Prices)

All Required	Shoring, Cribbing, Etc. (80%)		$ 640.00
690 cu. yds.	Structural Excavation	$ 2.00	1,380.00
20 cu. yds.	Structural Excavation Below Elevation Shown	5.00	100.00
2,500 lin. ft.	Furnish 8" - 36# Steel Piling	1.50	3,750.00
1,600 lin. ft.	Furnish 10" - 42# Steel Piling	2.00	3,200.00
62 each	Drive Steel Piling	50.00	3,100.00
750 cu. yds.	Class "A" Concrete	21.00	15,750.00
75,700 lbs.	Metal Reinforcement	.055	4,163.50
500 lbs.	Copper and Bronze	.70	350.00
550 lin. ft.	Metal Handrail	5.50	3,025.00
All Required	Resetting Bollards and Anchors (40%)		200.00
All Required	Preparation of Harbor Wall (80%)		800.00
All Required	Rebuilding Steel Truss Span		14,000.00
54,000 lbs.	Structural Steel in Truss Span	.08	4,320.00
74,000 lbs.	Structural Steel in Approach Span	.13	9,620.00
1.5 M-FBM	Cedar Lumber	60.00	90.00
5.0 M-FBM	Douglas Fir Lumber	60.00	300.00
All Required	Remove and Relay Street Car Rails		300.00
1800 Sy.	Membrane Waterproofing	150	2700.00
			~~$ 65,088.50~~ 67788.50

Hawthorne Bridge Undercrossing (Contract No. 2455)

All Required	Removal of Old Bridge and Maint. Traffic		$ 2,500.00
All Required	Shoring, Cribbing, Etc.		1,250.00
280 cu. yds.	Structural Excavation	$ 2.50	700.00
30 cu. yds.	Structural Excavation Below Elevation Shown	3.00	90.00
820 cu. yds.	Class "A" Concrete	21.50	17,630.00
116,000 lbs.	Metal Reinforcement and Miscellaneous Metal	.05	5,800.00
700 lbs.	Copper and Bronze	.50	350.00
460 lin. ft.	Metal Handrail	5.00	2,300.00
All Required	Remodel Existing Bridge		500.00
			$ 31,120.00

Subtotal	~~$ 96,208.50~~	98908.50
10% Engr. & Cont.	~~9,620.85~~	9890.85
Total	~~$105,829.35~~	108799.35

Length of Structures 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item		Total Cost	Federal Aid Funds	State Funds	
Roadway					
74' Roadway		$ 95,716.77	$ 56,108.00	$ 39,608.77	
44' Roadway		48,640.90	28,513.00	20,127.90	
68' Roadway		63,492.60	37,218.00	26,274.60	
80' Roadway		49,926.25	29,266.00	20,660.25	
Structures	108 799.35	~~105,829.35~~	62,035.00	~~43,794.35~~	46 764.35
		$ ~~363,605.87~~ 366,575.87	$ 213,140.00	$ ~~150,465.87~~	153,435.87

1940 Federal Aid Funds	$ 89,532.68	Length	0.212 mile
1941 Federal Aid Funds	$ 123,607.32	Length	0.292 mile

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

2970.00

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 2417 Ends with: Contract # 2476

FLASH CARDS: Begins every Contract

Remarks: Contract # 2476 continued on Reel # 39

Reel No. 38 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak [redacted] AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 22 day of MAY, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden